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No. 27,871

HONG KONG, MONDAY, AUGUST 10, 1931.

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DISSOLUTIONISTS DEFEATED CLASHES BETWEEN POLICE AND COMMUNISTS

TWO BRITONS BEATEN

TRAIN OUTRAGE ATTRIBUTED TO POLITICAL FANATICS.

SITUATION IN HAND

Final unofficial figures in connection with the plebiscite indicate a sweeping victory for the present Prussian Government.

An ugly incident occurred in Bulow Square, Berlin, in front of Communist Headquarters. Two police-officers were suddenly shot down in cold blood. This infuriated the police who have cut off the district and are making house to house searches. One civilian has lost his life and 15 others are seriously injured. A veritable stage of siege exists.

An attempt, which partially succeeded, to wreck the Basel-Berlin express, is attributed to political fanatics. It is suspected that they hoped to get at Dr. Bruening and Dr. Curtius who were believed to be returning from Italy by that train.

Two British journalists, taking photographs of people going into the polling stations, were set upon by Communists and beaten.

A SWEEPING ROUT

The final unofficial plebiscite figures show that 9,784,000 are in favour of dissolution, but as this is only 37 per cent. of the entire electorate, the Dissolutionists have thus been sweepingly defeated.

Electors in Towns Abstain from Voting.

It can now be stated that the plebiscite will not show that the necessary majority of electors favour a dissolution. Figures indicate that only in a few districts, East Prussia, Pomerania and Holstein, that over 50 per cent. of the electors voted for dissolution. The majority of the electors in towns abstained, and thus ensure failure of the Extremist attack on the Prussian Government.

Nationalist Women Electors Go to Polls in Force.

Reports from some of the country strongholds of Hitlerism have not yet arrived, but it is not expected that they can decisively affect the general results.

Figures show, in districts in which 6,250,000 citizens were entitled to vote, only 34.3 per cent. voted for dissolution. Many Communists apparently abstained, but, on the other hand, Nationalists, especially women, turned up in strong force everywhere.

Steelhelmet Leader Shot Dead. The only serious incident so far reported occurred at Cologne where Communists shot dead the Steelhelmet leader, Albert Feister. Nine Communists have been arrested in connection with this incident.

Counting the Votes.

Berlin, Yesterday. Polling stations closed at 5 p.m. to-day. Army workers are now counting the votes. The final figures will not be known until late to-night, but the indications are that the Nationalists and Communists have not secured the 13,250,000 votes necessary to assure their success. The election was comparatively quiet throughout the country.

Arrested for Obstructing. Seventy arrests have so far been made for obstructing the Police, and distributing forbidden leaflets.

Red Flag on Chimney Top. Communists caused the Berlin Police some trouble. They affixed leaflets, etc., on pillars in the streets, smashed street lamps and

hoisted a red flag on the top of Berlin's highest chimney from which it was removed by the Fire Brigade.

Britons Beaten.

Communists beat two British journalists who were trying to photograph the people entering a polling station but they were not seriously injured.

Amusing Incident.

Amusing incident has occurred, the Communist organ Rote Fahne offering to pay the Prussian Government twenty marks for the privilege of printing its manifesto, which it was compelled to publish on Friday, on the ground that the manifesto is a priceless asset of the Reds.

Bulow Square Clash.

Two Police Captains were killed and a sergeant wounded in a clash with Communists in front of Communist headquarters in Bulow Square.

A large crowd had gathered in the square to watch the plebiscite results being posted up. Suddenly, shots rang out and the Police officers fell. The Police with revolvers and swords cleared the square and now are making a house to house search, also searching pedestrians, cyclists and motorists for weapons.

Occasional shots are still heard, but the Police appear to have the situation well in hand.

Infuriated Police Force.

It transpires that the dead Police officers (who were leaders of the Police who yesterday dispersed Communist demonstrations) were shot down in cold blood. The Police, infuriated by the murder, are taking the most drastic action. They have cut off the whole district, which they are now patrolling with motor lorries fitted with searchlights. All doors and windows are closed as the Police have issued a warning that open windows will be immediately fired at.

It is believed that several civilians have also been killed but the rumour of fifteen deaths is unconfirmed.

Minor Clash.

Minor clashes between rival parties are reported in a number of centres in provinces. One civilian has been killed and 15 others wounded in Bulow Square.

Serious Collisions.

Serious collisions between members of the Republican

Reichsbanner organisation and Nazis, in which ten were seriously injured, are reported from Senftenberg.

A score of Nazis were arrested at Osnabrueck after a conflict with the Police.

Dastardly Train Outrage.

Berlin, Yesterday.

Three people were seriously injured and 16 others slightly hurt, by the explosion of a powerful bomb under the Basel-Berlin express while it was passing Juterbog.

Seven coaches were derailed and rolled down the embankment.

Two hundred yards of wire attached to a fuse, also a piece of the bomb, were later found on the rails.

[Juterbog, in Prussia, is a small town about 40 miles from Berlin.]

Sinister Motives.

Coming on the eve of the plebiscite and in view of the fact that some of the carriages were coming from Italy, the Basel-Berlin train outrage has caused a tremendous sensation. The belief is growing that the train wreckers thought Dr. Bruening and Dr. Curtius were among the passengers and that the outrage was aimed at them.

Work of Political Fanatics.

The Basel-Berlin train outrage is apparently the work of political fanatics, but it has not yet been established which party was responsible.

Copies of a Nazi newspaper pencilled with "Up Revolution" were found fixed to a telegraph pole near the scene of the wreck, but this may be intended simply to throw suspicion on the Nazis who deny any connection whatever with the outrage.

Reward for Apprehension of Criminals.

The State and the Railway Company have offered a reward of £1,000 for information leading to the apprehension of the criminals.

Searching for Murderers.

Sporadic firing, which continued until the early hours of this morning, has now died down. Search for the murderers of the two police officers continues, and civilians, entering the isolated area, are forced to raise their hands above their heads and submit to most searching police scrutiny.

A Scuffle.

The police intervened in a scuffle between Nazis and Communists in the Schoenberg district where they arrested 14 Nazis and 64 Communists.

German Ministers Return Home.

Rome, Yesterday.

Dr. Bruening and Dr. Curtius, whose political fate is dependent on the result of the referendum, left for Berlin to-day after political talks with Italian Ministers.

They were farewelled by Signor Grandi and other Ministers.

Signor Mussolini has accepted Dr. Bruening's invitation to visit Berlin, but no date has yet been fixed.

Together with Mussolini and Signor Grandi, the German Ministers discussed the European situation and disarmament in detail, and came to the conclusion that all Governments must collaborate energetically in order to surmount the present economic difficulties.

Earlier Cable.

Berlin, Saturday.

A reliable forecast of to-morrow's Prussian plebiscite declares it will fall by about one million votes. For the plebiscite to succeed the organisers must induce the majority of the electorate on the register (totalling 28,868,000) to vote demanding a dissolution of the Diet. The number of votes necessary, therefore, is slightly over 18,000,000.

During the last days of the campaign opponents of the Government have been strenuously working to induce electors to go to the polls, while Government has been urging abstention.

The entire police force has been ordered for duty to-morrow with helmets, shields, steel helmets and armoured cars. But an armed bid for power by Communists or Nazis is thought unlikely.

All Germany, and most of Europe, is waiting very anxiously the result of the referendum.

JAPANESE EXCURSION SHIP.

Two Hundred Tourists Sight-Seeing.

AMERICA MARU.

An interesting vessel, at present in port, is the Osaka Shosen Kaisha's s.s. America Maru, which is lying alongside the No. 5 wharf at Rowloon.

Like a "Yacht" Empress Boat. On account of a similarity in her general outline and rig she reminds old timers of the "yacht" Empress boats of the Canadian Pacific Railway, which used regularly to visit Hong Kong "in the good old days," before the advent of the present-time greyhounds of the Pacific.

Nothing Known of Her Previous History.

Inquiries made at the local offices of the O.S.K. elicited little information of the previous history of the ship. She is stated to be about 25 years old, and had been in the service of the O.S.K. for ten years. What name she was known by previously to being owned by the O.S.K., or what company she was previously operated by, our informant was unable to state. All he knew was that the O.S.K. has two ships of similar lines, the other being the Hong Kong Maru.

Might be an Old Empress Boat.

In reply to a suggestion that the America Maru was very similar to the old Empresses and might be one of them, our informant said: "That is interesting, but I don't know." On second thought he added: "May be. I heard there were three sister ships, and we have two of them."

Lloyd's Register.

Reference to Lloyd's Register failed to identify either the America Maru or the Hong Kong Maru with the old Empresses. From the register it would appear that both these vessels have been known by their present names since the time of their launching in 1908. It is probable that being built at the time when the "yacht" Empresses were the latest in marine architecture, these vessels were given similar outlines and rig.

America Maru.

According to Lloyd's, the America Maru, a steel twin screw steamer, had a tonnage of 6070 (3126 net). She was built by C. S. Swan and Hunter, Ltd., Newcastle, and on going under the house flag of the O.S.K. was registered at Osaka.

Her dimensions are: Length 423; breadth 51.1; depth 29.5.

Excursion Ship.

The Hong Kong Maru, also a twin screw steamer, has a tonnage of 6010 (3146 net). She was built by Sir J. Laing, Sunderland, and is also registered at Osaka under the O.S.K. banner.

Her dimensions are: Length 431; breadth 50.7; depth 29.7.

First Visit Here.

The America Maru, according to the local office of the O.S.K., had never visited Hong Kong during the time she had been in their service. She is making her present visit to this port as an excursion.

(Continued at foot of next column.)

SHARE MARKET QUIET.

Recoveries in Providents and Realities.

THIS MORNING'S FEATURE

The Official Summary issued by the Hong Kong Stock Exchange this morning states:

The tone of the Stock Market was quiet this morning with slight recoveries in Providents and Realities. Banks were done at the improved rate of \$2,035 ex-dividend.

In the insurance division there were buyers of Cantons at \$1,540, Unions at \$555, and Underwriters at \$6.05. Hong Kong Fires had buyers at \$1,350, and China Fires remained at \$800 nominal.

Wharves were buyers at \$182, but had no response.

Providents with buyers and sales at \$6.15 were on offer at \$6.20.

Hotels (old) were enquired for at \$17.10 and the new shares at \$15.55, but elicited no reply.

Ewos remained at Saturday's buying rate of \$14.40 without leading to business.

Trams were sellers at \$21.95.

Star Ferries and China Lights were buyers at \$92.60 and \$25.15, respectively, without leading to business, and there were sellers of Electrica at \$81.50.

Telephones (f.p.) were buyers at \$48 and the new shares remained stationary at Saturday's rates.

Canton Ice was wanted at \$7, but found no sellers.

Coments (combined) were bought at \$19.55, but sellers demanded \$19.75.

Dairy Farms were wanted at \$32.60, but no shares were forthcoming.

Lane, Crawford's old and new shares were both nominal at \$8, so were also Constructions at \$13.30.

WHERE IS PARKER CRAMER.

Anxiety Felt for His Safety.

LONG OVERDUE.

Copenhagen, Yesterday.

Anxiety is being felt here for the safety of Mr. Parker Cramer who was due here at noon to-day from Lerwick. He is said to have taken off this morning from Lerwick but he has not yet arrived, and there is no news of his whereabouts—Reuter.

AMERICAN FLIERS.

Arrive in France from Turkey.

Marseilles, Yesterday.

The American fliers' Boardman and Poland arrived here to-day from Turkey—Reuter.

Ship and that accounts for her being "dressed up." There are about 200 Japanese business men on board, it was learned this morning, and they are on a little pleasure cruise of Eastern waters, staying a few days sightseeing at each port of call. The present excursion from Japan covers Formosan ports, Hong Kong, the Northern ports of China, and then back to Japan.

The America Maru, we learned this morning, had been used by the O.S.K. as an excursion boat for the past five years, but Hong Kong had not previously been included as a port of call in the cruise. It is probable, our informant said, that after the present cruise Hong Kong will be visited yearly in subsequent excursions. She makes two excursions yearly, in Summer and Winter.

SYE YAP STEAMSHIP CO'S TROUBLES

HISTORY THAT WAS "STORMY IN THE EXTREME"

A HECTIC MEETING

OLD DIRECTORS APPEAL AGAINST COURT'S INJUNCTION

Chapters in the "extreme stormy" history of the Sze Yap Steamship Company, which culminated in a disorderly meeting, later to become the subject of litigation, were unfolded by Mr. F. C. Jenkin before the Full Court of Appeal this morning. The Sze Yap Company are owners of the well-known local steamers Tai Lee and On Lee.

The appeal was against a decision of Mr. Justice Wood in the Lower Court, granting an injunction to the Company restraining five shareholders, who had been directors, from further action in that capacity, from the handling of funds and from any interference in the management of the company's business. Plaintiffs were also granted costs of the action.

RESOLUTION INVALID?

It was the contention of appellants that the evidence clearly showed that resolutions, to have been submitted by requisitionists were shelved, at a properly conducted meeting, and that subsequent meetings adopting and confirming them, and removing the old directors from office, were irregular and invalid.

The Court was composed of Sir Peter Grain, sitting as President, the Chief Justice (Sir Joseph H. Kemp, K.C.), and Mr. Justice Lindell. Mr. F. C. Jenkin, with Mr. Leo d'Almada, jun., appeared for the defendants-appellant (the old directors of the company), being instructed by Mr. Leo d'Almada, sen.; whilst Mr. H. G. Sheldon appeared for the Sze Yap Company, plaintiffs-respondent, being instructed by Messrs. d'Almada and Mason.

Mr. Jenkin, in his opening address, said that it was the plaintiff's claim in the action in the Court below that two meetings held on July 8 and 24 last, at which the old directors were removed, were validly held and the resolutions validly passed. Defendants denied this, claiming that the only meeting held was on July 8, under the chairmanship of Mr. Li Yu-

tong. A further alleged meeting on the same day they claimed was irregular; and they further contended that a confirmatory meeting on July 24 was irregular in that no proper notice of such meeting was given.

Company's History.

Mr. Jenkin said that it would be his submission—that the learned judge in the Court below had not properly weighed the evidence. Before arguing this point, however, he would go into the facts of the case.

The company was incorporated in January, 1906, with the object of acquiring steamships. They were at all material times owners of the well-known local steamers Tai Lee and On Lee.

On March 27, last year, Messrs. Hall Brutton and Company, in a letter to the directors, enclosed a requisition from certain shareholders, calling for an Extraordinary General Meeting. It was there stated that the number of shares represented by the requisitionists was 3,695. It was added that if a meeting was not called within twenty-one days the requisitionists would convene one themselves.

(Continued on Page 12.)

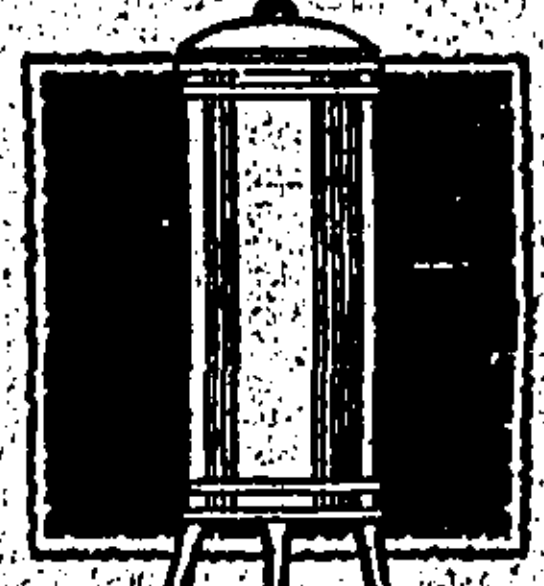
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ROUND THE LOCAL CINEMAS.

What Mail Reviewers Say.

MARY PICKFORD IN "KIKI."

It must be quite a few years ago that the erstwhile Gladys Smith of Toronto blossomed forth as the "world's sweetheart," delighting a section of the silent film public with a series of well-saccharined romances. And now we are accorded the spectacle of the "new" Mary Pickford, in something "different" named "Kiki."

Alas, it is very little different from what we always have got from Make-Believe Mary. There is admittedly a flash of worth-while comedy to commence with, but from then on the film degenerates into crude and very noisy farce, which is not over-funny.

Mary, of course, is a shrewd and experienced trouper, who might be studied to advantage by some of the younger brigade. But even her resource is hardly sufficient to pull "Kiki" through. Also, there is too much Mary in the picture.

It is a pity that Mary, with her unquestioned abilities, cannot manage to grow up. At one time her hoydenish antics were amusing. Nowadays they pall a little. Mary should decidedly get some new material. Otherwise—

It is rather hard luck on Reginald Denny, a very capable actor, to pitch him into such a milieu. He does the best he can with a thankless assignment.

To those whom sophistication bores, "Kiki" may have some appeal. Others will admire Mary's reported decision to destroy her film efforts, for the benefit of posterity. "Kiki" is a tribute to the wisdom of such a resolve.

From Other Sources.

"MAN OF THE WORLD."

No other actor on the screen today can smash across a climax, hold the interest at such a white-hot pitch, fill his part with such a sense of drama as William Powell. We have believed this since we first took particular note of this suave, restrained star in "Street of Chance." We repeat it with firm assurance after seeing his performance in "Man of the World" at the King's Theatre last night.

True "Man of the World" presents Powell with the opportunity to do great things; gives him a supporting cast of unusual strength; a story of virile power. Yet it is Powell who holds all the elements together and holds the attention, first as the pitiless blackmailer who preys on the weakness of millionaire Americans in Paris. Then as the lover awakened to new desires which he realises, are beyond his reach. Lastly, as the man whom love has made big enough to renounce the only thing he wants for the sake of the girl he loves.

Carole Lombard, who has been stepping right along in moving picture circles for several months, has her best role so far as the lovely American girl who captures Powell's heart. She handles the part with great skill for a telling effect. Her rival, the many-sided Miss Wynne Gibson, is splendid in a character role that requires the ultimate in careful handling. The men in the cast, Guy Kibbee, a recent newcomer to the screen but well known on the Broadway stage, and young Lawrence Gray are well cast and capable.

Altogether, "Man of the World"

is grand entertainment, moving in the glittering world of tourist Paris, with a remotely sinister note underlying relief, the terrific drama of Powell's dilemma stands out with splendid force. It is a picture of nicely contrasted lights and shadows, of surprising changes in mood, of finely drawn characters.

"SCOTLAND YARD."

In spite of his reputation for portraying the smoothest cook characterisation in pictures, as well as being the screen's best-dressed man, Edmund Lowe still maintains that a thrilling melodrama, filled with opportunities for strong characterisation, is his favourite type of film story.

To such a role, no matter what station in life the character might belong, Eddie maintains he can give his best. "What Price Glory" and "The Cock Eyed World" established him as a hard-boiled sergeant. "Born Reckless" permitted him to portray a modern gangster, as did "Good Intentions." "This Thing Called Love," as well as many other Lowe vehicles, gave him ample opportunity for the display of impeccable attire, including his famous silk hats and evening clothes.

"After each of my pictures," Eddie declares, "fans write to me with advice that I should repeat the same type of character. They tell me to stick to roles in which I have good work. This, to me, would be suicide. I like nothing better than to bring a new characterisation to the screen."

Lowe's dual role in "Scotland Yard," his latest Fox Movietone success, which will be shown at the King's Theatre in the next change of programme is a splendid example of the kind of work he likes to do. In this picture he is seen as a master criminal, in officer's uniform, business suits and faultless evening dress, yet it is the strong characterisation and tense situations that his acting is superb, not the clothes he wears. This, in spite of the fact he has made outstanding successes in each of these modes of dress.

Joan Bennett, whose rise to popularity has been marked by eight notable productions during her first two years in Hollywood, is seen in the leading feminine role opposite Lowe. Barbara Leonard, Donald Crisp, Lumsden Hare, David Torrence and Halliwell Hobbes compose the distinguished supporting cast in "Scotland Yard," which was directed by William K. Howard.

"SINS OF THE CHILDREN."

Sam Wood introduces his daughter to the talking screen and incidentally directed her herself in "Sins of the Children," his newest Metro-Goldwyn-Mayer production coming to the Queen's Theatre on Thursday.

She is Miss Jeanne Wood, recently graduated from college. Although her father has been a motion picture director for some years, Miss Wood has never appeared before the camera, although she has had stage experience.

She plays a pivotal role in "Sins of the Children," a story of intimate family life centring about the attempt of an old German barber to raise a brood of children in a small mid-Western American town.

Louis Mann makes his initial screen appearance in the role of the barber, while the cast also includes Lella Hyams, Elliot Nugent, Robert Montgomery, Mary Doran, Francis X. Bushman, jun., Clara Blandick, Robert McWade, Lee Kohlmar, Henry Armetta, and a group of child actors.

The picture was adapted by Samuel Ornitz, the novelist, from an original story by J. C. Nugent and Elliott Nugent.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

5-7 p.m.—Chinese Programme.
7-10.30 p.m.—European Programme of Victor and H.M.V. Records kindly supplied by Messrs. Moutrie & Co.
7.05-7.25 p.m.—Orchestral.
Song of the Volga Boatman, Shining Moon.
Kulloff's Balalaika Orchestra (19960).

Tap Dance.
The Daughter of Rosie O'Grady (Brice). Victor Novelty Orchestra (23361).

Sous Bois (Staub). Minuet (Bocherini). Victor Concert Orchestra (20536).

7.25-8 p.m.—Tunes from the Talkies.

My Sweetest Than Sweet from "Sweetie" (B3361).

A Night of Happiness from "Song of Kentucky".

Anona Winn, Soprano (B3342). Now I'm in Love from "Darling I Love You".

Reginald Foort, Organist (B3361).

Pence of Mind from "Splinters". Gene Austin, Tenor.

There's Room in My Heart from "Splinters". Walter Glynn, Sydney Coltham and George Baker (B3201).

Orange Blossom Time from "Hollywood Revue, 1929".

Your Mother and Mine from "Hollywood Revue, 1929".

Sandy McPherson, Organist (B3159).

The New Moon Selections. Wake Up and Dream Selections. New Mayfair Orchestra (C1660).

Nobody Using It Now from "The Love Parade".

My Love Parade. Maurice Chevalier Baritone (B3332).

8 p.m.—Local Time & Weather Report.

8.03-8.40 p.m.—Operatic.

Faust Ballet Music (Gounod). Royal Opera Orchestra, Covent Garden (B648-7).

Lohengrin—The Bridal Chorus (Wagner).

Lohengrin—Prelude to Act III. (Wagner).

Victor Symphony Orchestra and Chorus (9005).

Gems from "Tales of Hoffman" (Offenbach).

Gems from "Mignon" (Thomas). Victor Opera Co. (3597).

8.40-9.15 p.m.—A Selection of Stephen Foster's Melodies.

Played by Nat Shilkret and the Victor Salon Group with Orchestra (C2).

9.15-10.10 p.m.—A Concert.

Piano Solo—Pastorale E Capriccioso (Sopratti). Benno Moisewitsch (B528).

Song—Swiss Echo Song (Eckert).

Le Here the Gentle Lark (Blehen). Marion Talley, Soprano (B593).

Cello Solo—Vito (Popper).

Spanish Dance (Granados-Casals). Pablo Casals (1311).

Vocal Duet—Moon Enchanted (Besley). The Thought Never Entered My Head (Novello).

Winnie Melville and Derek Oldham (B3276).

Violin Solo—Waltz (Debussy).

The Maiden with Flaxen Hair (Debussy & Hartman).

Scherzo (Grieg). Jascha Heifetz (B322).

Song—I'll Sing Three Songs of Araby (Clay).

Sigh No More Ladies (Stevens). Derek Oldham, Tenor (B2593).

Piano Solo—To My Beloved (Schutt).

Waltz in E Flat (Dunard). Harold Bauer (B508).

10.10-10.28 p.m.—Organ Solos.

Suite Gothique (Boellmann). Reginald Goss Cusack, F.R.C.O. (B3260-1).

Pastorale (Lemare).

Prelude in C Sharp Minor (Rachmaninoff).

Arthur Meale (B2369).

10.30 p.m.—Close Down.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day — King's Theatre; "Man Of The World."

To-day — Queen's Theatre; "Kiki."

To-day — Central Theatre; "What Men Want."

To-day — Majestic Theatre; "Playboy Of Paris."

To-day — World Theatre; "The Fairy Sisters."

To-day — Star Theatre; "Dough Boys."

Home Malls.

To-day — Inward from Europe via Negapatam (Eumaeus).

To-morrow—Outward for Europe via Siberia (Eumaeus), 3 p.m.

Sports.

See Sports Diary on Page 4.

COMING TO THE KING'S

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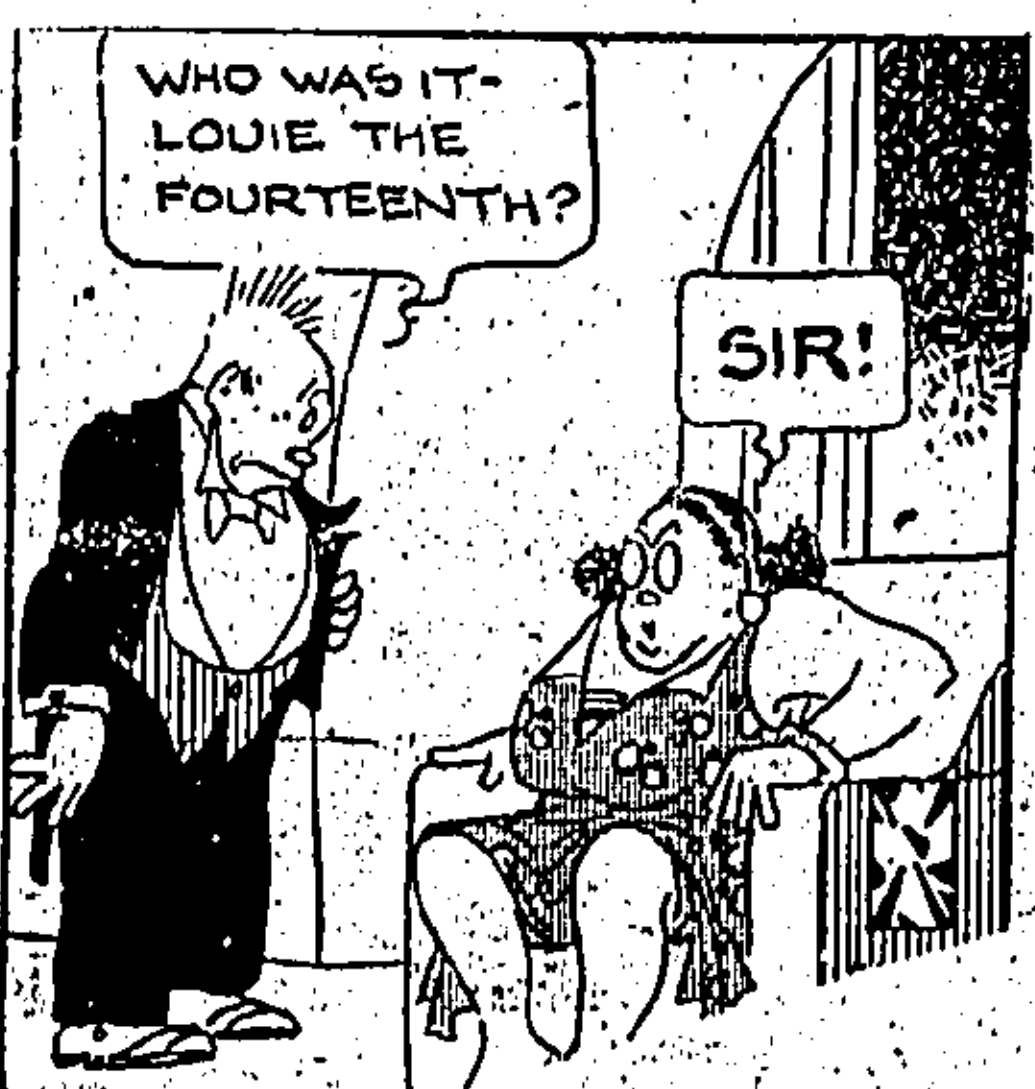
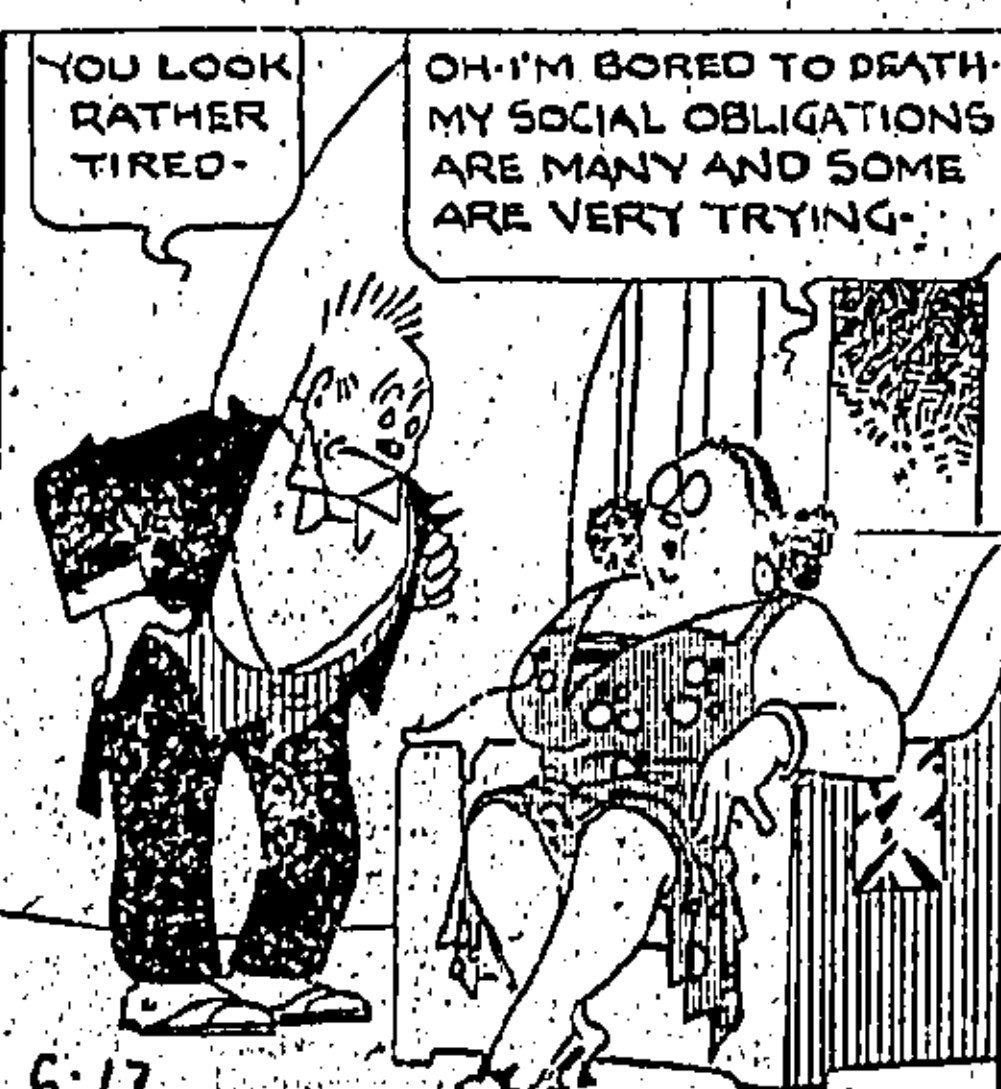
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6/7

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CURRENT SPORTING GOSSIP

INTERPORT TRIALS AT V.R.C.

Gittins Beats Lawrence
in 50 Yards.

V.R.C. DEFEAT KOWLOON.

The second Interport Trial, under the auspices of the Hong Kong Amateur Swimming Association, was held at the Victoria Recreation Club bath on Saturday night, in the presence of a very large gathering, which included Sir William Hornell, Kt., C.I.E., and the Hon. Dr. R. H. Kotewall, LL.D., C.M.G.

Avenging his defeat at the last gala night, S. V. Gittins won the 50 yards free style, being a fifth of a second in front of W. Lawrence, the former winner. Gittins' time was 26 1/5 seconds.

Four competitors faced the starters in the 100 yards free style event, which proved to be a farce, and had to be re-swum. At the word "go," it appears, that Lawrence did not leave the boards, and thus the race was quashed. It was decided later, though, and Lawrence won in 60 4/5 seconds. Gittins was a close second.

Miss Phyllis Hunt won the 50 yards ladies' handicap, her sister, Doris being second.

The fifty yards hurdles for members proved to be a welcome novelty race. The competitors had to swim over and under poles alternately. The final of this interesting event was won by E. da Roza, his time being 73 seconds.

Ed. da Roza, once again, gained popularity with the spectators, with his spectacular series of dives, which included the back jack-knife, the one, and a half somersaults, and the "flying Dutchman." His colleagues supported him well with their fancy dives, all of which were received with applause.

A water polo match was played between two teams picked from the V.R.C. and the Kowloon Club. For the winners Lewis, C. Roza Pereira and E. Zimmern scored a goal each, whilst the losers replied through H. M. Remedios and M. Ralston.

At the conclusion of the gala, Mickey's Melody-Makers played music for dancing.

Results.
50 yards hurdles, handicap—members of the V.R.C. (Final)—1, E. da Roza; 2, J. Neves. Time—36 2/5 secs.

100 yards breast stroke—Interport trial—1, W. Foraita; 2, Wan Kwong-tin. Time—79 1/5 secs.

50 yards free style—Interport trial—1, S. V. Gittins; 2, W. Lawrence. Time—26 1/5 secs.

50 yards ladies handicap—1, Miss D. Hunt; 2, Miss P. Hunt. Time—42 1/5 secs.

100 yards back stroke—Interport trial—1, L. Roza Pereira; 2, S. H. Wong. Time—78 secs.

100 yards free style—Interport trial—1, W. Lawrence; 2, S. V. Gittins. Time—60 4/5 secs.

50 yards members handicap (Final)—1, A. Pereira; 2, A. MacGrann. Time—27 secs.

Team Race—Interport trial—Won by "B" team. Time—52 secs.

DAULLA TOO GOOD FOR SPOORS.

Bout Ends After Five Minutes.

ONE DRAWN FIGHT.

The long awaited wrestling bout between Daulla and Spors which was staged at the Stadium yesterday afternoon ended in an easy win for the Indian challenger.

Mr. J. Brook refereed the bout which lasted no more than five minutes—two rounds. The Indian's huge stature and tremendous reach left Spors helpless to contend with such odds.

The other attraction—Jagat Singh, Shanghai, v. Faza, Daulla's brother, ended in a draw. The three other matches were concluded in quick time.

UNITED STATES WIN WIGHTMAN CUP.

FIVE MATCHES TO TWO.

British Ladies Capture
Doubles Events.

DISAPPOINTING FAILURE.

Forest Hills, Yesterday.

By winning the first four matches in the Wightman Cup matches between Great Britain and the United States, the American ladies wrested the Trophy from Britain.

Full results as cabled by Reuter's American Service give the United States victory by 5 matches to 2.

Singles.

Mrs. Willis-Moody (U.S.A.) beat Miss Betty Nuthall (Britain) 6-4, 6-2.

Miss Helen Jacobs (U.S.A.) beat Miss Mudford (Britain) 6-2, 6-4.

Doubles.

Miss Betty Nuthall and Mrs. Whittingstall (Britain) beat Mrs. Willis-Moody and Mrs. Harper (U.S.A.) 8-6, 5-7, 6-3.

Mrs. Shepherd Barron and Miss Mudford (Britain) beat Mrs. Wightman and Miss Sarah Palfrey (Britain) 6-4, 10-8.

Earlier Results.

Mrs. Willis-Moody (U.S.A.) beat Miss Mudford (Britain) 6-1, 6-4.

Miss Helen Jacobs (U.S.A.) beat Miss Betty Nuthall (Britain) 8-6, 6-4.

Mrs. Harper (U.S.A.) beat Miss Round (Britain) 6-3, 4-6, 9-7.

The complete record of the Wightman Cup, since its inception in 1923 is as follows:—

1923. America won at Forest Hills 7-0.

1924. England won at Wimbledon 6-1.

1925. England won at Forest Hills 4-3.

1926. America won at Wimbledon 4-3.

1927. America won at Forest Hills 5-2.

1928. England won at Wimbledon 4-3.

1929. America won at Forest Hills 4-3.

1930. England won at Wimbledon 4-3.

1931. America won at Forest Hills 5-2.

Our Sports Diary.

LOCAL.

FENCING—To-day—H.K. Fencing Club Meet at 5.15 p.m.

WATER POLO—To-day—Division of Kowloon v. Chinese Bathing Club, 9 p.m.

LAWN BOWLS—To-day—Spey Royal Cup Competition—Civil Service C.C. v. Kowloon Dock R.C. on K.C.C. ground.

Saturday—First Division—Kowloon Dock R.C. v. Craigengower C.C.; Kowloon C.C. v. Kowloon B.G.C.; Police R.C. v. Club de Recreation; Civil Service C.C. v. Talkoo R.C.; Second Division—Talkoo R.C. v. Yacht Club; Craigengower C.C. v. Kowloon C.C.; Club de Recreation v. Civil Service C.C.; Kowloon B.G.C. v. Hong Kong Electric R.C.

LAWN TENNIS—Wednesday—Mixed Doubles—Chinese R.C. v. Club de Recreation; United Services R.C. v. Indian R.C.; University v. Kowloon C.C.

ABROAD.

CRICKET—To-day and Tomorrow—Young Amateurs v. Young Professionals.

Surgey v. Middlesex; Lancashire v. Hampshire; Somersetshire v. Worcester.

Glamorgan v. Essex; Yorkshire v. Northants; Nottingham v. Derbyshire; Sussex v. Kent.

Warwick v. Gloucester; Gloucester v. New Zealand; Gloucester v. Sussex.

Middlesex v. Warwickshire; Somerset v. Northamptonshire; Yorkshire v. Glamorgan; Hampshire v. Kent.

Worcestershire v. Surrey; Gloucestershire v. Sussex; Nottingham v. Leicestershire.

GOLF—To-day to Saturday—Canadian Amateur Championship. Tomorrow—Irish Amateur Championship.

SWIMMING—Wednesday to Friday—Army Championships. FOOTBALL—Saturday—Scottish League.

ZAFRA'S GREAT HOME RUN.

Helena Beat Baseball
Club.

TEAM-WORK LACKING.

At Caroline Hill on Saturday the U.S.S. Helena beat the Hong Kong Baseball Club by 9 runs to 8 in a game which tended to become dull in the latter stages.

The main feature of the match was the brilliant home run hit scored by Zafra in the third innings. It was a splendid hit over centre field, and offered no semblance of a chance of being caught.

The Hong Kong Baseball Club were clearly outplayed in the initial stages and only a slacking off on the part of the Americans allowed them to come within striking distance in the closing stages. They will have to improve if they are to make any bid for Championship honours—their team work is lifeless and needs careful consideration and plenty of practice.

The American team, on the other hand, established an early superiority and were considered the winners long before the match concluded. Their efforts in the fifth, sixth, and seventh innings further suggested that they were giving their opponents a little encouragement.

The line-up was as follows:—

Campbell p. Shellenberg
Thomson c. Newby
Lawrence 1b Thompson
Mayhew 2b Clark
D. Leonard 3b Bauer
Thack s.s. Thurman
Gilson r.f. Lower
Zafra l.f. Frieke
Sub. for Helena: Tochterman.

Score by Innings.

1 2 3 4 5 6 7 Total.
Helena 4 3 0 2 0 0 9
H.K.B.C. 0 4 1 0 0 3 0 8

SATURDAY'S LEAGUE TENNIS.

RESULTS AT A GLANCE.

"C" Division.

K.C.C. 5 1/2 Y.M.C.A. 3 1/2
C.C.C. 6 K.I.T.C. 3
C.S.C.C. 8 Deutscher C. 1
Radio S.C. 6 Army T.C. 3

League Table to Date.

Club	P	W	L	D	Pts.
C.R.C.	14	13	1	0	106 1/2
Recreo	13	12	1	0	82 1/2
S. China	11	8	0	3	68 1/2
K.C.C.	12	7	1	4	67 1/2
University	9	7	0	2	57 1/2
H.K.C.C.	13	6	1	6	57 1/2
Y.M.C.A.	10	6	0	4	54 1/2
Grado	11	6	0	5	50 1/2
I.R.C.	12	4	1	7	43 1/2
Radio S.C.	12	3	2	7	39 1/2
Army T.C.	12	3	1	8	35 1/2
C.C.C.	11	3	0	8	34 1/2
K.I.T.C.	13	2	1	10	26 1/2
C.S.C.C.	13	1	2	10	24 1/2
Deutscher	10	1	1	8	24 1/2

CORRESPONDENCE.

THE HONG KONG HOCKEY CLUB.

[To the Editor of "China Mail"]
Sir,—Referring to the report on the annual meeting of the Hong Kong Hockey Club and the comments on the proposed hockey League may I enquire what is the fundamental difference between the Hong Kong Hockey Club competing for the Sim Shield and competing in League games for trophies open to all Clubs?

The attitude of the Hong Kong Hockey Club on the question of the question of the proposed League appears to be somewhat selfish and narrow minded, and seems to indicate that the leading hockey Club of the Colony is bent on maintaining its unique position as the only competing civilian Club for Sim Shield honours, rather than fostering general interest in the game.

Yours, etc.,
ENTHUSIAST.
Hong Kong, August 10.

STAR

TO-DAY TO WEDNESDAY

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LEAGUE CHAMPIONSHIP DECIDED?

KOWLOON CRICKET CLUB'S TRIUMPH OVER CRAIGENGOWER.

BOWLING GREEN GO DOWN

A POSSIBLE BY FARRELL'S RINK

By winning their match against the Craigengower C.C. on Saturday the K.C.C. appear to have the League championship within their grasp for the first time in their history. The whole team played remarkably well and their victory was thoroughly deserved, only fine play on the part of Omar keeping the margin at the finish down to as low as four shots.

The Police were no match for the Taikoo R.C. on the latter's green, whilst the K.B.G.C., playing at home, lost the points to the Kowloon Dock R.C.

The Club de Recreio swamped the Civil Service C.C. by the big margin of 50 shots.

In the Second Division the K.B.G.C. appear assured of the championship after beating the K.C.C. For the latter Farrell's rink scored the possible eight shots on one head against Davidson's rink.

The Yacht Club proved too good for the Club de Recreio, whilst the Electric R.C. were defeated by the C.C.C. The Taikoo Club defeated the Civil Service at Happy Valley and go to the second top place on the League table.

SCORE SHEET.

League I.		
Taikoo R.C.	75 Police R.C.	49
K.B.G.C.	52 K. Docks	66
Recreio	91 Civil Service	41
Craigengower	63 Kowloon C.C.	67

League II.		
Yacht Club	61 Recreio	50
Electric R.C.	51 Craigengower	76
Kowloon C.C.	41 K.B.G.C.	82
Civil Service	49 Taikoo R.C.	72

League I.

TAIKOO R.C. v. POLICE R.C.

Playing at Taikoo, the Police R.C. lost to Taikoo R.C. by 26 shots.

Scores:—		
Taikoo R.C.	Police R.C.	
J. B. Chapman	C. Ellis	
T. Grimes	T. Dall	
J. Sloan	J. Britton	
J. Ferguson	F. E. E. Booker	
(Skip) ...25	(Skip) ...12	
G. McLeod	T. Hunter	
S. Amey	W. E. Clark	
J. Russell	F. Nolan	
R. Wallace	C. West	
(Skip) ...27	(Skip) ...14	
D. Peoples	A. Johnson	
J. Polson	C. Gooding	
J. Laing	J. Shephard	
N. Drummond	W. Mair	
(Skip) ...23	(Skip) ...23	
75	49	

K.B.G.C. v. KOWLOON DOCKS.

Playing on their own ground, the Kowloon Dock Bowling Green Club went down to the Kowloon Docks R.C. by 14 shots.

Scores:—		
Bowling Green.	Kowloon Docks.	
S. Eccleshall	J. V. Ramsay	
G. H. Sherriff	H. G. Cooper	
H. Nish	H. M. McTavish	
W. Russell	F. Cullen	
(Skip) ...13	(Skip) ...19	
G. N. Mitchell	F. C. Goodman	
R. S. Nichol	A. Colman	
E. W. L. Hogbin	McKelvie	
L. Guy	J. Pancheson	
(Skip) ...9	(Skip) ...27	
T. S. W. West	C. Atkinson	
J. McIntosh	W. Hedley	
D. F. Warren	R. Lapsley	
G. Roylance	J. Brown	
(Skip) ...25	(Skip) ...20	
52	66	

RECREIO v. CIVIL SERVICE.

Playing at King's Park, the Civil Service C.C. lost to the Club de Recreio by 50 shots.

Scores:—		
Recreio.	Civil Service.	
A. Gomes	H. Lockhart	
R. Roberts	H. Westlake	
L. C. Souza	J. H. Deakin	
R. F. Luz	J. Hollidge	
(Skip) ...29	(Skip) ...13	

C. H. Basto		
A. H. Basto	L. E. Longbottom	
C. E. Marques	E. L. Holland	
L. E. Gutierrez	A. O. Brawn	
(Skip) ...21	(Skip) ...23	
Dr. Basto	S. Randle	
C. A. Lopes	S. Alderman	
A. C. Ribeiro	A. H. Oswick	
C. G. Silva	J. J. Gregory	
(Skip) ...41	(Skip) ...5	
91	41	

CRAIGENGOWER v. K.C.C.

At Happy Valley the K.C.C. triumphed over the C.C.C. by the narrow margin of four shots.

Scores:—		
Craigengower.	Kowloon C.C.	
F. Neves	H. Hampton	
M. A. R. Souza	C. J. Tacchi	
D. Rumjahn	A. Hyde-Lay	
E. el Arculli	J. Fraser	
(Skip) ...19	(Skip) ...22	
G. L. Buchanan	E. C. Fincher	
A. A. Razack	J. Howe	
C. S. Rosset	J. C. Lyl	
R. Basa	A. E. Silkstone	
(Skip) ...22	(Skip) ...25	
W. T. Brightman	H. Glittins	
A. E. Coates	F. Goodwin	
L. Lammeret	H. Overy	
U. M. Omar	J. Gibson	
(Skip) ...22	(Skip) ...20	
63	67	

League II.

YACHT CLUB v. RECREIO.

Playing away from home, the Club de Recreio lost to the Yacht Club by 11 shots.

Scores:—		
Yacht Club.	Recreio.	
J. Bentley	L. Xavier	
Hon. Mr. W. T. Southern	A. E. S. Alves	
A. Stevenson	A. V. Barros	
A. L. Shields	J. Ozorio	
(Skip) ...23	(Skip) ...12	
F. Sutton	J. Noronha	
N. Currie	F. Xavier	
E. W. Carpenter	J. V. Basto	
E. W. Ramsay	F. V. Ribeiro	
(Skip) ...21	(Skip) ...19	
A. T. Hamilton	J. M. Barros	
R. J. Vernal	J. S. Rozario	
J. W. Bonnar	H. Rozario	
W. Macfarlane	F. X. Silva	
(Skip) ...17	(Skip) ...19	
61	50	

ELECTRIC R.C. v. C.C.C.

On their own ground, the Electric R.C. lost to the Craigengower C.C. by 25 shots.

Scores:—		
Electric R.C.	C.C.C.	
J. B. Chapman	C. Ellis	
T. Grimes	T. Dall	
J. Sloan	J. Britton	
J. Ferguson	F. E. E. Booker	
(Skip) ...25	(Skip) ...12	
G. McLeod	T. Hunter	
S. Amey	W. E. Clark	
J. Russell	F. Nolan	
R. Wallace	C. West	
(Skip) ...27	(Skip) ...14	
D. Peoples	A. Johnson	
J. Polson	C. Gooding	
J. Laing	J. Shephard	
N. Drummond	W. Mair	
(Skip) ...23	(Skip) ...23	
75	49	

Scores:—		
Electric R.C.	Craigengower.	
A. P. Tarbuck	C. M. S. Alves	
G. Thompson	R. Hooper	
C. E. Cahagan	W. Ward	
W. Muskett	A. L. Souza	
(Skip) ...21	(Skip) ...22	
R. C. Butler	C. Summons	
F. Normington	W. J. White	
J. R. Way	P. Dixon	
A. F. Paul	M. O'Brien	
(Skip) ...17	(Skip) ...22	
J. Sloan	D. K. Kharas	
T. P. Sanderson	F. K. Modi	
G. T. Padgett	W. Y. Field	
J. F. Lunny	W. Gill	
(Skip) ...13	(Skip) ...32	
51	76	

KOWLOON C.C. v. K.B.G.C.

The K.C.C., playing at home, lost to the K.B.G.C. by 38 shots.

Scores:—		
Kowloon C.C.	Bowling Green.	
W. Hirst	C. S. Beat	
O. B. Raven	G.E.F. Thompson	
A. C. Burford	H. H. Rose	
J. P. Robinson	W. S. Drake	
(Skip) ...15	(Skip) ...30	
T. Carr	H. F. Stoneham	
G. Harrison	W. Venables	
L. J. Blackburn	W. E. Hale	
P. T. Farrell	A. W. E. Davidson	
(Skip) ...20	(Skip) ...13	
41	79	

CIVIL SERVICE v. TAIKOO R.C.

On their own green, Civil Service C.C. lost to Taikoo R.C. by 23 shots.

Scores:—		
Civil Service.	Taikoo R.C.	
C. Strange	S. Hope	
R. Luck	W. Cunningham	
R. Davies	D. Spiers	
W. E. Hollands	R. M. Keown	
(Skip) ...17	(Skip) ...25	
J. E. Willmott	J. Watson	
R. R. Wood	J. J. Whyte	
W. Bickford	T. Young	
H. E. Strange	D. Munro	
(Skip) ...18	(Skip) ...19	
N. T. Babbington	W. Brown	
J. F. McGowan	T. Swan	
J. Massey	W. Bell	
F. Haynes	R. K. Duncan	
(Skip) ...14	(Skip) ...28	
49	72	

LEAGUE TABLES.

Division I.				
P.	W.	D.	L.	Pts.
Kowloon C.C.	12	11	0	22
Craigengower C.C.	11	9	0	21
Taikoo R.C.	11	5	0	21
Civil Service C.C.	11	5	0	21
Club de Recreio	12	5	0	21
Kowloon Dock R.C.	12	5	0	21
Kowloon B.G.C.	12	5	0	21
Police R.C.	13	0	0	26

Division II.				
P.	W.	D.	L.	Pts.
Kowloon B.G.C.	11	8	1	21
Taikoo R.C.	11	7	1	15
Kowloon C.C.	10	6	0	12
Club de Recreio	11	6	0	12
Craigengower C.C.	10	5	0	10
Civil Service C.C.	10	4	0	8
Yacht Club	10	3	2	8
Electric R.C.	10	1	0	2

SPEY ROYAL CUP.

Club de Recreio Beat Electric R.C.

On the Kowloon C.C. green yesterday, the Club de Recreio beat the Hong Kong Electric R.C. by 24 shots to 22, in their Spey Royal Cup match, the teams and scores in detail being as under:—

Recreio.		
F. X. Silva	A. Tarbuck	
L. A. Gutierrez	G. T. Padgett	
C. G. Silva	J. F. Lunny	
R. F. Luz	W. B. Muskett	
(Skip) ...24	(Skip) ...22	

GOSCOMBE-O'SULLIVAN CUP.

Small Units Defeat the P.W.D.

A start was made on the Police ground yesterday with the Inter-Departmental Competition for the Goscombe-O'Sullivan Cup between the Public Works Department and the Small Units.

Teams and scores were:—

Small Units.		
W. Ward	E. B. Reed	
A. O. Brawn	J. Howe	
H. Westlake	W. E. Hollands	
J. Deakin	A. M. Holland	
(Skip) ...24	(Skip) ...20	

SINGLES CHAMPIONSHIP.

J. Laing Defeats F. C. Goodman.

In the Open Singles Championship, F. C. Goodman (Kowloon Dock), who accounted for J. C. Brown, was beaten by J. Laing (Taikoo), on the Kowloon C.C. ground the score being 21-10. Laing entered the second round to meet A. Hyde-Lay.

SCOTTISH SOCCER RESULTS.

Celtic & Rangers Make Good Start.

OFFICIAL OPENING.

London, Saturday, The 1931-32 Scottish League football season opened to-day, when ten matches in the First Division were played.

Results as cabled by Reuter were as follow:—

Aberdeen	2	Cowdenbeath	0
Clyde	2	St. Mirren	0
Dundee Un.	0	Hearts	2
Falkirk	2	Ayr United	2
Hamilton	2	Third Lanark	3
Kilmarnock	4	Airdrie	3
Leith Ath.	0	Celtic	2
Morton	1	Partick Thistle	2
Queen's Park	1	Motherwell	5
Rangers	4	Dundee	1

FIRST MIDGET GOLF MATCH.

Filipino Club Beat Recreio.

BIG MARGIN.

The Filipino Club beat the Club de Recreio at Midget Golf on their own ground last Friday by 40 strokes.

Scores:—

GRAY'S YELLOW			
Dr. Atienza	61	Leo d'Almada, Jr.	71
Dr. Gore	70	J. M. Basto	70
H. A. Castro	65	F. Prata	92
J. C. V. Ribeiro	98	J. Xavier	78
F. Fernando	60	F. Xavier	78
L. R. Ildefonso	69	Alves	69
418		458	

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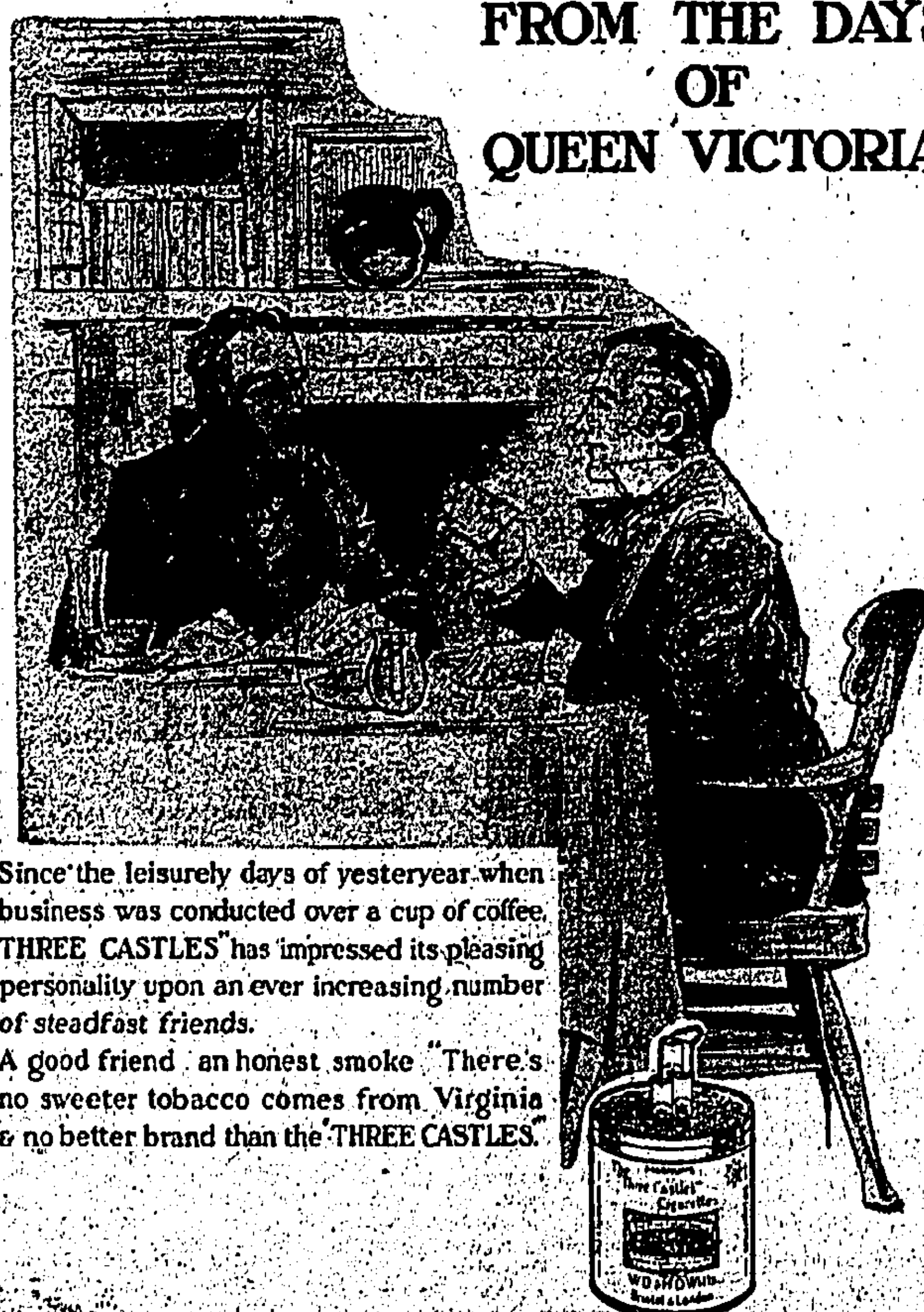
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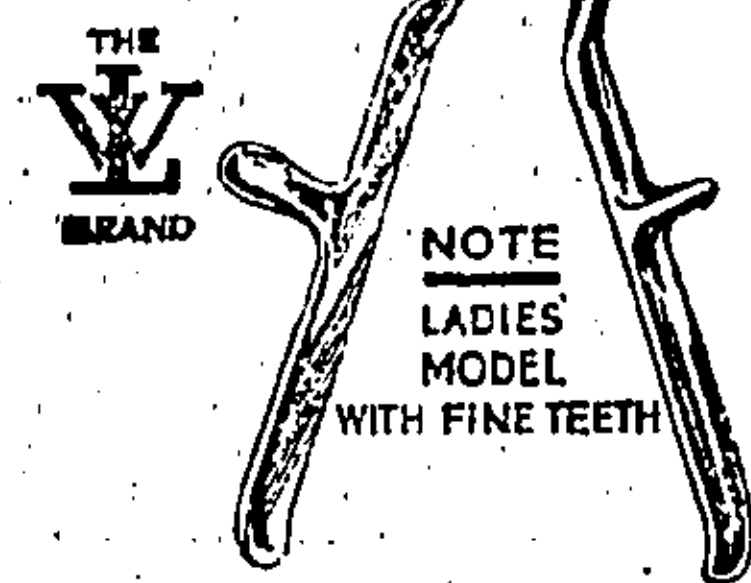
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Hong Kong, Monday, Aug. 10, 1931.

"It's News—Publish It."

In "Scandal Sheet," recently
screened in the King's Theatre,
local audiences were given a
crisp and unusual satire of
American journalism which is a
trifle surprising creation for
American film producers. The
"hero" was an Editor whose
slogan was "It's News: Publish
It." Cold-blooded and callous, he
cared not of the toll of life for
which his policy was responsible.
He was indifferent to the shattering
of homes and reputations.
He was heedless even of the good
name of his own wife. All were
sacrificed on the grim altar of
his profession. The only redeeming
feature was that he stuck resolutely
to his principle and his
right as Editor, defying even
his own publisher and owner
when the latter sought to dictate
what should not be published,
even if it were "news."

The incident reminds us of another
that happened "somewhere
east of Suez" twenty-six years
ago. An Editor published some
scathing correspondence on a
burning topic of the day, only to
be confronted by his own Board
of Directors with a demand for
the writer's name. Letters to
the Editor being sacrosanct, it
would have been a gross breach
of confidence to have betrayed
the writer, the Editor stolidly
declined to divulge it. In the end,

after months of acrimonious
correspondence and mutual threats
of litigation, the Editor scored a
professional triumph—at the
cost of seeking for a new position
where the rights of an
Editor would be rigidly respected.

The law of the Press is
peculiar unto itself and, with
due deference, it may be said
that very few members of the
legal profession—outside such
luminaries as Ogden and Scrut-
ton—are really familiar with
it. Therefore, it is little cause for
wonder that the general public
flounder so easily when they
criticise an Editor for either
publishing or refusing to publish
an item of "news." The Editor,
right or wrong, is the sole arbiter
of that, and no clamour or agita-
tion to the contrary can have the
slightest effect.

Apart from these impromptu
reflections, it may be said that
the Editor of "Scandal Sheet" is
not truly typical of American
journalism, in spite of the repa-
tation of its members as expert
news-gatherers, sensational and
otherwise. An Editor has to
look beyond individuals and per-
sonalities. He has in an instant
to gauge the possible effect of
even a harmless-looking news
item on the community as a
whole. It were better far to lose
one scoop than to betray his own
home-town. It can be no satis-
faction to be responsible for
creating a public panic in times
of trouble and unrest. Get and
publish "honest-to-goodness"
news by all means, but be loyal to
your own constituents: is a much
surer slogan than "If it's news,
publish it." With rare exceptions
this is the policy that actuates
the great majority of British
journalists, whose high standard
has ever been a model for the
whole world. Sensationalism
and all that it involves can be
left to the gutter Press who care
not if lives are lost, homes shat-
tered, and reputations wrecked,
if only they can increase their
circulation—the sole barometer
of a newspaper's progress. That
is not journalism as it is known
and practised by the British
members of the Fourth Estate
at Home and Overseas.

News in Brief.

One Chinese case of typhoid
fever was notified during the
week-end.

Mr. A. Matsumoto, who is con-
nected with Kokusai Shoji Kaisha,
Osaka, is en route to Manila on a
business trip. He is a passenger
on the s.s. President Lincoln now
in port.

Mr. F. M. Prentice, manager of
the Alexander Young Hotel, Hon-
olulu, is a passenger on board the
s.s. President Lincoln now in port.
He is accompanied by Mrs. Prentice.
They are making a pleasure
tour of the Orient.

Whilst bathing in a big pond
near Kong Ming Terrace at 530
o'clock yesterday afternoon, Chau
Hung (30), stated to be a stone
breaker living at 16, Front Row,
Bay View district, was accidental-
ly drowned. The body was later
recovered and conveyed to the
Public Mortuary.

The forthcoming marriages are
announced of Daniel Victor Maher,
Lighthouse Keeper, Harbour De-
partment, and Olga Vivian Singson,
of 3, Yue Kwong Terrace, Hong
Kong; and of Andries Bakker, of 8,
Edward Ezra Road, Shanghai,
and Margaret Mary McCue, of 971,
Bubbling Well Road, Shanghai.

Seriously injured whilst engaged
in moving a large case near the
Hong Kong Electric station, a
coolie, Chan Kau, of 8, Tai Wo
Street, was removed to the Govern-
ment Civil Hospital on Saturday.
He refused to be attended there.
Yesterday he was re-admitted, and
died at 3 o'clock this morning.

Mr. Ernest Schoedsack and Mr.
Gustav Schoedsack, whose names
are associated with that great film
of wild animal life—"Chang"—
passed through Hong Kong during
the week-end on the s.s. Presi-
dent Adams. They are bound for
Batavia, where they propose to go
into the jungle to film another wild
animal life picture.

NEWS IN ADVTS.

The President Lincoln will sail
for Manila at midnight to-day.

The German Consul will hold an
official reception to-morrow in the
German Club from 11.45 to 12.30.

The annual meeting of the Hong
Kong & China branch of the Brit-
ish League will be held on Thurs-
day at 5.15 p.m.

The regimental band of the
South Wales Borderers will give a
concert in the Botanical Gardens
on Monday next.

A Cadillac motor car is to be
auctioned by Lammet Brothers on
Thursday at noon.

An orderly and convenient way
of carrying your keys is given by
Lane, Crawford, Limited, on page
5.

ALLEGED THEFT.

**Attempt to Rob a
Student.**

Wong Kai-sang, an unemployed
Chinese, appeared before Mr.
Fraser at the Kowloon Police
Court this morning on a charge of
stealing a leather wallet containing
\$11.10 from Wallace Wong.

On behalf of the accused, Mr.
M. A. da Silva entered a plea of
"not guilty."

The complainant, who is a
student from the Lingnam Univer-
sity, Canton, was going through the
turnstile at the Star Ferry Wharf,
Kowloon, when he felt a pull at his
pocket. Looking round he saw
his wallet lying on the ground.

The affair was witnessed by a
Star Ferry ticket examiner, who
called the attention of Mr. J. Betty,
the Ferry Inspector, to the incident.
Mr. Betty took the man to the
Police Station.

The case is proceeding.

I LOATHE DANCING.

**Says Miss Amy
Johnson.**

VERY BUSY DAY.

Tokyo, Saturday.
Miss Amy Johnson had a very
busy day. In the morning she
went shopping and had invitations
to luncheon, tea, dinner and a
dance in the evening.

"I hope there will be no more
dances, I loathe dancing and
haven't danced since my flight to
Australia."

Next week Miss Johnson goes to
Chuzenji to spend several days in
the summer home of the Lindbergs.
—Reuter.

VISCOUNT GREY.

**Definite Liberal Party's
Policy.**

SUPPORT GOVERNMENT.

Rugby, Saturday.
Defining his personal view of the
policy of the Liberal Party in the
House of Commons in a speech last
night Lord Grey of Fallodon said
that at the beginning of the pre-
sent Parliament Liberals felt that
the present Government, with
whose Fiscal and Foreign and
Indian policy Liberals were in
agreement, should be supported.

As regarded Foreign and Indian
affairs, they still felt there was no
reason for any change of Govern-
ment but, that on the contrary,
Foreign and Indian affairs and
such questions as Disarmament
had been handled by the Prime
Minister and the Foreign Secretary
with patience and skill and ability.

He was more critical of the
Government in domestic affairs and
in particular he expressed the view
that the danger of the financial
position was so real that the
Liberal Party should oppose all in-
creases of public expenditure.
(Message incomplete).—British
Wireless Service.

FRIENDLY TALKS.

**Many Things
Discussed.**

VISIT CONCLUDED.

Rugby, Saturday.
The Prime Minister and his
daughter, Miss Isabel MacDonald,
to-day concluded their two days'
visit at the century-old farmhouse
Shiberscross in Sutherland, Scot-
land, as guests of the American
Secretary of State and Mrs. Stim-
son.

Mr. Stimson and Mr. MacDonald
had a long talk yesterday morning
and, after luncheon, drove to
Dornoch to attend the Highland
Games where the Prime Minister
presented the prizes.

The Prime Minister, when ques-
tioned, said that in his conversa-
tions with Mr. Stimson, which
ranged over many subjects, the
financial situation was naturally
discussed, but the conversation
was entirely unofficial and could
have no political significance. Con-
versations were purely friendly
talks.—British Wireless Service.

VERY LUCKY ESCAPE

**Air Liner Forced Down
in Kent.**

NO CASUALTIES.

London, Saturday.
Eighteen passengers en route to
Paris from Croydon had a lucky
escape when "Hannibal," the big-
gest and most luxurious air liner
in the world, was forced to land
in Kent owing to engine
trouble. One out of the four pro-
pellers dropped off. There was no
panic and no casualties. A tele-
graph post was broken by "Hanni-
bal's" tail which caught the tele-
graph wires and pulled off. The
machine has brakes so can land in
the smallest field.—Reuter.

FLOATING STAFF.

(Continued from Page 7.)

The Chairman's reply with re-
ference to the telegram received
from certain influential Share-
holders, is exactly in the terms
expected, especially the part in which
he states that the Office Staff are
employed by the General Managers,
not the Indo-China Steam Naviga-
tion Co., Ltd., and are paid out of
the Management Commission.
What he did not tell the Sharehold-
ers, however, was that certain em-
ployees of the General Managers
Staff receive a yearly commission
on the earnings of the Indo-China
Steam Navigation Co., Ltd. which
sometimes amounts to more than
their salary! If the General
Managers can afford to pay com-
mission over and above salary to
certain of their employees out of
the General Management Commis-
sion the Shareholders referred to
were not very far wrong when they
suggested a reduction.

In conclusion Members of the
Guilds have acted with considera-
tion for the interests of the Share-
holders in the Indo-China Steam
Navigation Co., Ltd. and have now
every right to expect retrenchment
effected by the General Managers in
other directions.

THORBURN AFFAIR.

**Dead Body
Found?**

AT SOOCHOW.

Shanghai, Saturday.
Following Marshal Chiang Kai-
shek's order yesterday for a full
and careful investigation of the
Thorburn affair, vernacular
papers this morning print re-
ports, declaring that Thorburn's
body has been found at Soochow
but the cause of death is un-
known. So far both Chinese and
British officials lack confirmation
of this report.

Nanking, Saturday.
Both the Foreign Office and
the British Consulate fail to con-
firm reports that young Thorburn's
body has been found, no
such report having been received
by either authorities.—Reuter.

A MISSING AIRMAN.

**Not Heard of Since
Leaving Peking.**

ANXIETY FELT.

Nanking, Saturday.
Sir Miles Lampson has not yet
left Nanking owing to the non-
arrival of Count de Sibour. It
had been arranged that the Count
should pilot the British Minister
to Peking.

Count de Sibour is reported to
have hopped off from Peking before
five this morning to keep the ap-
pointment in Nanking at noon.

Ordinarily the journey occupies
eight hours, but there was no news
of the Count late this afternoon.
Some anxiety is being felt. Pro-
vided Count de Sibour arrives to-
morrow Sir Miles will then leave
for Peking.—Reuter.

[Sir Miles Lampson had gone to
Nanking in connection with the
Thorburn case.]

LESSON SERMON.

**First Church of Christ,
Scientist, Hong Kong.**

"Spirit" was the subject of the
Lesson-Sermon in all Churches of
Christ, Scientist, on Sunday,
August 9.

The Golden Text was:—"If we
live in the Spirit, let us also walk
in the Spirit." (Gal. 5: 25).

Among the citations which com-
prised the Lesson-Sermon was the
following from the Bible—"God is a
Spirit, and they that worship him
must worship him in spirit and in
truth." (John 4: 24).

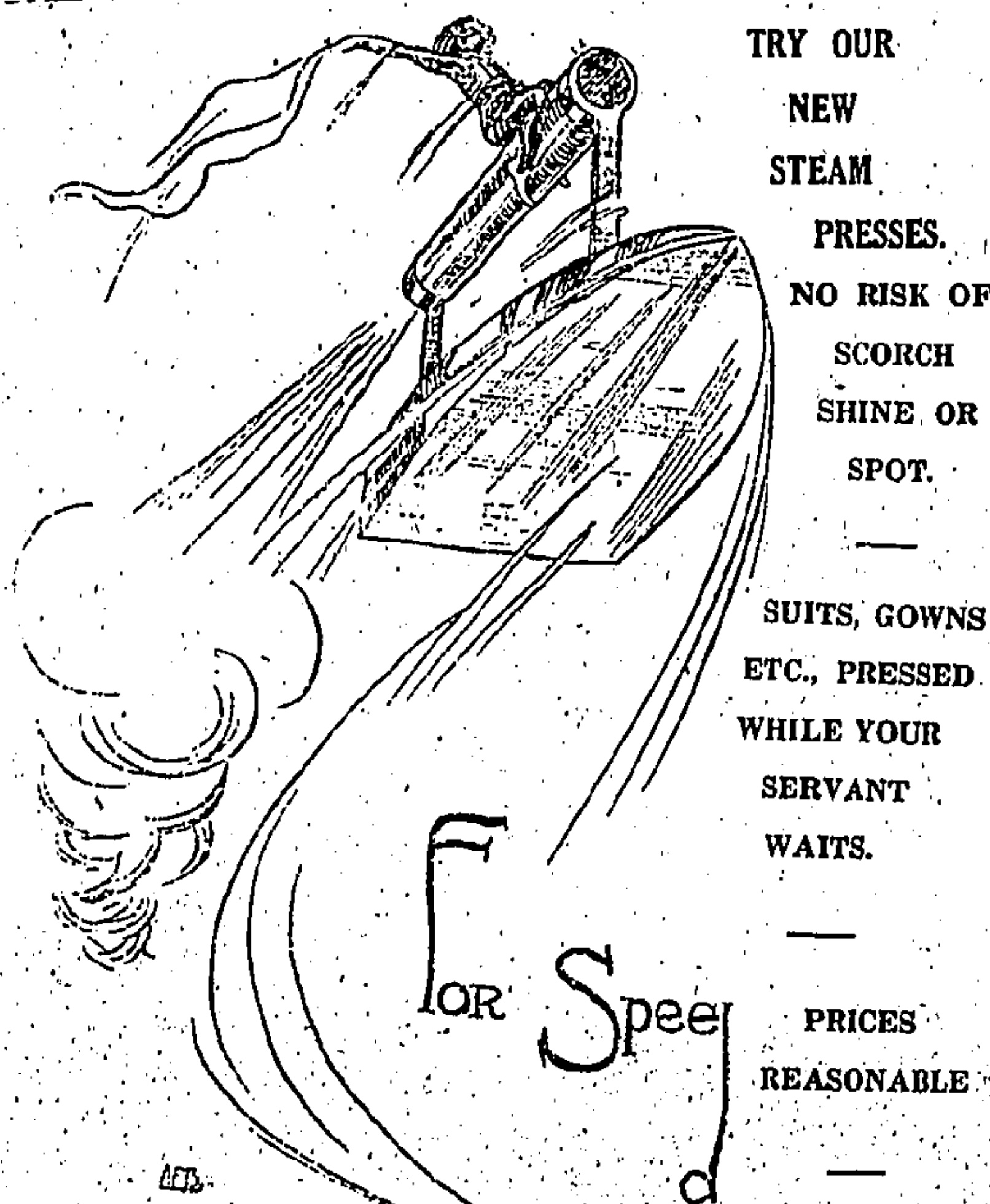
The Lesson-Sermon also includ-
ed the following passage from the
Christian Science textbook,
"Science and Health, with Key to
the Scriptures," by Mary Baker
Eddy:—"Everything in God's uni-
verse expresses Him. God is indi-
vidual, incorporeal. He is divine
Principle, Love, the universal
cause, the only creator, and there
is no other self-existence. He is
all-inclusive, and is reflected by all
that is real and eternal and by no-
thing else. He fills all space, and
it is impossible to conceive of such
omnipresence and individuality ex-
cept as infinite Spirit or Mind.
Hence all is Spirit and spiritual."
(p. 331.)

Ten Years Ago.

[From the "China Mail" of
August 10, 1921.]

To-day's dollar is worth 2/8 3/4.

The flag of the Hong Kong &
Shanghai Bank was flown at half
mast yesterday out of respect to
Mr. Alan Baleen, news of whose
death at Home was contained in a
cable received yesterday by his
brother, Dr. H. Baleen. The de-
ceased, who was 39 years of age,
had been in the employment of the
Bank for 17 years and since the
outbreak of the war had been sta-
tioned in Hong Kong, where he lat-
terly held the position of sub-ac-
countant. Mr. Baleen was in in-
different health when he went
Home on twelve months' leave last
September and the tubercular dis-
ease from which he suffered caus-
ed his death. The deceased was a
popular figure in Hong Kong and
the news of his passing away will
be received with genuine regret in
many circles.



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FLOATING STAFF

GUILD AND THE
INDO-CHINA S.N.O.

LESS WAGE

STATEMENT MADE
PUBLIC.

We have received from the China Coast Officers' Guild and Marine Engineers' Guild of China the following statement of their side of the recent negotiations between the General Managers of the Indo-China Steam Navigation Co., Ltd., and the two Guilds, the latter acting on behalf of the Floating Staff of the said Company, in the matter of a readjustment of salaries of the said Floating Staff:—

Shanghai, August 5.
On the instructions of the Members of these Guilds the following outline of the negotiations regarding the drastic reduction made in the salaries of the Floating Staff of the Indo-China Steam Navigation Co., Ltd., which the Members have been compelled to accept, is issued.

On February 25 last a letter covering a copy of a circular which had been issued to Members of the Company's Floating Staff was received by these Guilds. The circular announced, inter alia:—

"From April 1, 1931, or as articles expire, salaries will be paid in Hong Kong Dollars at the rate of exchange 1/6 as shown on the attached Schedule."

The reduction announced was exactly 20 per cent. in comparison with the scale being paid based on one half at 1/6 to the Dollar, and one half at current rate of exchange.

More Information.
On March 5 a letter in acknowledgment was forwarded to the General Managers at Shanghai submitting certain points for consideration and requesting more information in order that the Guilds could be better guided in the matter of the Company's circular advice for beyond a cursory reference to "trading condition" no information had been tendered.

No reply was received to this letter, although it was known by these Guilds that the General Managers at Shanghai had been instructed to reply on March 12.

As no reply was available on March 26, 1931, the Secretary at Hong Kong was instructed to protest against the prolonged and unreasonable delay by the Company in affording these Guilds a reply.

The General Managers at Shanghai were again instructed by cable and on March 28 the Secretaries of the Guilds were asked to attend a meeting at the Office of Messrs. Jardine Matheson and Co., Ltd.

At this meeting the Secretaries were informed that the General Managers could not see their way clear to tender the information asked for and concerning the question of pay.

"Complications" had arisen regarding the ships Articles of Agreement that the General Managers had decided to continue paying salaries on the present existing basis until June 30 next after which date Sterling would be paid as the basis of all salary at 1/6 to the Dollar and the Company's Floating Staff would be asked to agree to this basis of payment.

Company's Finance.
It was pointed out to the General Managers at the meeting that on December 9, 1930, the financial position of the Indo-China Steam Navigation Co., Ltd., was presumably so satisfactory that it could, on that date, afford to renew an Agreement which provided for an approximate 6 per cent. salary increase as against the basis of paying one half at 1/9 to the Dollar and one half at current rate of exchange, yet only two months and sixteen days later the financial position of the Company was so precarious that the Company found it necessary to take away not only the 6 per cent. referred to, but also an additional 14 per cent. It would have been a sounder business policy for the Company to have reverted to the one half at 1/9 to the Dollar and one half at current rate on December 9 rather than continue on a basis of payment which the Company should have known it could afford, and thus minimise the necessity of making such a drastic salary reduction as had been announced.

As an alternative to the decision of the General Managers the Secretaries, although they did not hold any authority at that time to do so, suggested that the Company should consider the advisability of paying salaries on a basis of one half at 1/9 and one half at current rate as from April 1, as the adoption of this basis by the Company from the noted date would effect a saving to the Company between April 1 and June 30, which continuation of the present basis would not; furthermore, reverting to the suggested basis would possibly mean that the Company would not require, on June 30 next, to put into force the greatly reduced scale which it had announced as being effective subsequent to that date.

Suggestion Confirmed.
The suggestion made by the Secretaries was confirmed by letter on April 7 after the sanction of the Members of the Floating Staff had been obtained at Combined Meetings held at Shanghai and Hong Kong, although in the meantime, on March 31 to be exact, a letter had been received from the General Managers at Shanghai to the effect that they could not entertain our suggestions.

It should be noted that whereas the decision of the General Managers was to continue the present basis for computation of salaries one half at 1/6 to the Dollar and one half at current rate of exchange until June 30, the Guilds' suggestion urged a saving by the Company as from April 1 irrespective of Ships' Articles, also regardless of trading conditions at that date or three months hence. In other words, all ranks of the Company's service unreservedly offered to assist the Company for the three months ending June 30, but such practical assistance, which involved a not inconsiderable saving was not desired.

It will thus be seen that on March 28 the Company had decided to continue paying, until June 30, the rates in force at that time and it is, therefore, interesting to note what was happening. The date fixed for the reduction to take effect was April 1 yet on March 9, 14 days after the circular was issued, the Officers of the s.s. Sui Wo were asked to sign on at Shanghai with a reduced rate clause in Articles and on April 4 the s.s. Maung sang signed on at Hong Kong at the reduced rate in Dollars in spite of the decision of the General Managers that the old basis of payment would obtain until June 30.

Complainants.
This turn of events naturally caused complaints from the ranks of the Floating Staff, who had been told not only by the Guilds but by Members of the Office Staff who were acquainted with the decision of the General Managers, with the result that representations were made to the General Managers at Shanghai when to the amazement of the Secretaries the position as previously stated was denied and the secretaries were informed that what was meant to be conveyed was, "Provided the Company's Floating Staff would agree to the basis of all salary at 1/6 to the Dollar from July 1 the Company would continue paying salaries on the present existing basis until June 30."

It is necessary for these Guilds to state that at the interview held on March 28 there was absolutely no mention of any proviso, as it was clearly and distinctly stated that, as complications had arisen regarding the Articles of Agreement the General Managers had decided, for the sake of uniformity, to continue the present basis of payment of salaries until June 30 next, after which date Sterling would be paid but on a basis of all salary at 1/6 to the Dollar.

Delay in Replying.
If it had been otherwise there would have been no need for the Guilds to submit the alternative suggestion in order to effect a saving, which continuation of the decision of the General Managers would not effect, in fact the Guilds' suggestion would have been the very reverse of a saving.

It was then pointed out to the General Managers that no misunderstanding would ever have arisen had they confirmed what had been said at the last interview. They were also advised that the Guilds' letter of March 5 was not answered until 23 days later, when the decision of the Company was only made known verbally. There was still no written reply, and the Guilds were still waiting for a reply to their letter of April 7, to which the General Managers replied that the Guilds could only blame their Hong Kong Office, as they were the people who were dealing with the matter.

It was then urged that the General Managers put in writing the actual proposal of the Company in order to avoid any further misunderstanding taking place, and on April 18 the Guilds received a letter stating that the General Managers were prepared to cancel the circular dated February 25 last and continue to pay the staff on a basis of half at 1/6 and half at current rate until June 30 next on the following conditions:—

- (1) The Staff agree to accept their pay at a fixed exchange of 1/6 per dollar for 12 months as from July 1, 1931 (Pay would be entered in Articles in Sterling).
- (2) The Guilds will give assurance in writing that no action will be taken under Article 130 of the Merchant Shipping Act.

otherwise the terms as per circular of February 25 must remain in force.

On April 27 the Guilds again submitted the offer that payment of salaries be made on a basis of the half at 1/9 and one half at current rate of exchange from April 1 for three months, subject to review at the expiration of that period.

This offer was refused by the

Company, who gave as the reason for not accepting that it did not assist the Company to the extent so vitally necessary. It should be particularly noted that the Guilds' proposal was for a period of three months only, after which date the matter was to be reviewed, and taking the current rate at 1/- the average saving of approximately \$25,000 would have been effected during that period.

The General Managers, however, refused to economise even between April 1 and June 30, as they would not agree to the offer, and asked the Guilds to give the matter further consideration.

A final ballot on the subject was taken and on June 22 the General Managers were advised inter alia that, notwithstanding the decision of the Members by ballot which showed a large majority against accepting the announced salary reduction, these Guilds, in a further earnest endeavour to arrive at an amicable settlement of the dispute, were prepared to agree to salaries being paid at a fixed exchange of 1/4 to the dollar as from July 1 for six months subject to review at the expiration of that period, provided the Company cancelled their circular and continue to pay salaries on a basis of half at 1/6 to the dollar and half at current rate until June 30.

The foregoing proposal would have effected an average saving of approximately \$82,000 and it is hardly necessary to say that had the General Managers been disposed to accept the offer made by the Guilds in the first instance a combined average saving of approximately \$105,000 would have been effected for the period April 1 to December 31, 1931.

In a letter dated June 26 addressed to the Guilds the General Managers finally refused to agree to the proposal and the Guilds were again asked to reconsider the matter.

As it was abundantly evident that even that no genuine desire on the part of the General Manager existed to come to an amicable settlement, although the Chairman at the Annual General Meeting of the Company went out of his way to tell Shareholders that he hoped a friendly conclusion of the matter in dispute would be reached, and as it was absolutely impossible to arrive at an agreement acceptable to both parties, the Guilds were reluctantly compelled to accept on behalf of the Company's Floating Staff the reduction in salary as announced by the Company subject to review at the end of six months, but the Members only did so by entering the most emphatic protest at the unreasonably drastic reduction made, having regard to the fact that the General Managers have made no attempt whatever, particularly since 1925, to enforce in other directions the policy of retrenchment indicated by them.

So much for the friendly (?) conclusion which the Chairman hoped would be reached. Now a word about "rigid economy." The Chairman stated at the meeting that:—

"Strict attention has been paid to rigid economy and every possible effort has been made to reduce expenditure to an absolute minimum."

Did the Chairman really mean that, or should he not have added "at the expense of the Floating Staff," for that is what it practically amounts to, or is he merely repeating what has been said on the subject by previous Chairmen over the Great War terminated? It certainly seems to be a stock phrase, and one to be completely forgotten as soon as the Meeting is over, then resurrected for the next Annual Meeting.

It is hoped, however, that the Chairman looked up the meaning of the word "economy" in the New Oxford dictionary (which is, in his possession, as he had occasion to refer to it during the course of the negotiations) and that he does now appreciate its significance in view of the fact that in 1925 in particular these Guilds were informed by the General Managers that a general scheme of drastic economy was engaging their serious attention.

In the present dispute the Guilds were again informed that "the cut in salaries is part and parcel of a great Economy Scheme."

Other quotations could be given from letters in 1925 and 1931 which are identical in tenor, but the foregoing will suffice.

How far, then, has the policy indicated in 1925 been adhered to during the intervening years?

There is no intention at this stage to go into figures, as it will be quite sufficient to say that had there existed in 1925 a genuine desire on the part of the General Managers to economise in one item of expenditure alone, and as distinctly apart from other methods of retrenchment pertaining to the working and management of the Fleet, the Company could have saved by a 20 per cent. salary reduction for four years, for what is possible in 1931 was surely equally possible in 1926!

It should be mentioned that the calculations regarding the foregoing are based on certain information supplied by the Company.

Is it any wonder then that the Floating Staff are thoroughly dissatisfied, and bitterly complain that the reduction now so arbitrarily imposed on them is unreasonably drastic in view of the fact that the General Managers have not made the slightest attempt to enforce the policy of retrenchment so glibly indicated by Chairmen at Annual Meetings year after year.

That there are numerous other methods of retrenchment hitherto unexplored is well known, but no good purpose will be served by stating them here. The General Managers, however, can rest assured that the Floating Staff are closely watching events in order to determine whether the policy now indicated will be adhered to. It is noted already that the General Managers have certainly not made a very good start when the Chairman announces the policy of retrenchment on the one hand, and in practically the same breath advocates, although he infers it is not important, an increase in the Auditors' fees on the other.

(Continued on Page 6.)

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President Hoover, the most talked of man to-day, celebrates his 57th birthday, having been born on August 10, 1874.



Mr. Lang Shu-kai, the famous Chinese versatile player, shows great artistic genius in his interpretation of an historical play. He performs to-day at the Ko Shing Theatre.



Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande Price & Co., Ltd., Sole Agents for Hong Kong."

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HONG KONG DOLLAR DIRECTORY. On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE"—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the offices of the Publishers, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Key and W. L. Handyside. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 3A, Wyndham St. Telephone 20022.

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AUCTIONEERS, APPRAISERS
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Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, August 11, 1931,
at 12 o'clock (noon),
at their Sales Rooms,
Duddell Street.

One Full Size English Billiard Table with Accessories.
Two Milner's Safes.
One Hall's Safe.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, August 8, 1931.

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by

"ALGIE" BENNETT.

An interesting book of
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NEW ADVERTISEMENTS

NOTICE.

ON the occasion of the ANNI-VERSARY of the GERMAN CONSTITUTION DAY the German Consul will hold an official reception at the German Club in 2, Connaught Road C, top floor, from 11.45 a.m. to 12.30 p.m. The German Consulate will be CLOSED on That Day.

THE BRITISH LEGION.

HONG KONG & CHINA BRANCH.

THE 10TH ANNUAL GENERAL MEETING will be held at 5.15 p.m. on THURSDAY, 13th August, 1931, in the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

To Receive the Report and Accounts for the year 1930.
To elect officers.

P. M. ROSSER,
Hon. Secretary.
Hong Kong, 10th August, 1931.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. Hannibal to sell by Public Auction

ON
THURSDAY, August 13, 1931,
at 12 o'clock Noon,
at their Sales Room,
Duddell Street.

One Cadillac Motor Car, 7 Seater in good running order (Licence No. 163).

This car may be viewed:—
on days previous to day of sale at the Hong Kong Hotel Garage, Stubbs Road,
on day of sale at the Sales Room of the Undersigned.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, August 10, 1931.

By Courtesy of Lt. Colonel R. F. Gross, D.S.O., and Officers of 1st Bn. South Wales Borderers

THE
REGIMENTAL BAND
will give a
CONCERT

in the
BOTANICAL GARDENS
on
MONDAY, 17th August,
at 9.15 p.m.

Entrance by Main & N.E. Gates on Albert Road Only.

Admission, including programme 20 cts.
Reserved Chairs 50 cts.

THE BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer: "OREGON STAR"
From CONTINENTAL PORTS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hong Kong, 10th August, 1931.

POST OFFICE NOTICE.

Times of closing Shanghai-Manchuli Air Mails are advertised on the Outward Mail List below.

INWARD MAILS

MONDAY, AUGUST 10.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 17) President Madison

TUESDAY, AUGUST 11.
Japan, Shanghai & Europe via Siberia (London, July 23) Iyo Maru

Calcutta and Straits Talma

Australia & Manila Changte

Swatow Van Heutsz

Manila Empress of Canada

THURSDAY, AUGUST 13.
Europe via Suez (Letters & Papers, London, July 16 and Parcels, July 9) Cathay

FRIDAY, AUGUST 14.
Japan & Shanghai Rajputana

SATURDAY, AUGUST 15.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 23) Chichibu Maru

OUTWARD MAILS.

MONDAY, AUGUST 10.
Samshui and Wuchow Kochow 4 p.m.

Amoy Kanchow 5 p.m.

Manila President Lincoln 5 p.m.

Holhow and Halphong New Mathilde 5 p.m.

TUESDAY, AUGUST 11.
Shanghai Saale 8.30 a.m.

Java via Batavia Tjikarang 10.30 a.m.

Swatow, Amoy and Foochow Hai Ching 1 p.m.

Ordinary Letters only for Europe superscribed "Via Siberia: Air Mail Shanghai-Manchuli"

Shanghai and Europe via Siberia Eumaeus

Manila K.P.O. Aug. 11, 1 p.m.

Swatow G.P.O. Aug. 11, 3 p.m.

Amoy Eumaeus 3 p.m.

Strait President Madison 4.30 p.m.

WEDNESDAY, AUGUST 12.
Swatow Chak Sang 10.30 a.m.

Amoy Tai Yuan 5 p.m.

THURSDAY, AUGUST 13.
Swatow, Amoy & Formosa Dell Maru 10.30 a.m.

Straits Van Heutsz 10.30 a.m.

FRIDAY, AUGUST 14.
Holhow, Pakhoi and Halphong Klungchow 10.30 a.m.

Sandakan Mau Sang 10.30 a.m.

Swatow, Amoy and Foochow Hai Ning 2 p.m.

Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Vancouver, B.C. Empress of Canada

Strait, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Rajputana

(Due Marseilles September 11) G.P.O.

Parcels Aug. 14, 4.30 p.m. Aug. 14, 5 p.m.

Registration Aug. 15, 9 a.m. Aug. 15, 9.45 a.m.

Letters 10 a.m. Letters 10.30 a.m.

*Superscribed correspondence only.

SPORTS NOTICES.

KOWLOON FOOTBALL CLUB.

NOTICE.

THE 17TH ANNUAL GENERAL MEETING OF MEMBERS will be held in the Club House on TUESDAY, August 11, 1931, at 6 p.m.

BUSINESS:

Minutes of previous Annual General Meeting to be read and confirmed.

Report and Accounts for 1930-31.

To adopt proposed revision of rules.

Election of Officers for 1931-32.

Election of Auditors.

By Order of the Committee.
F. C. CLEMO,
Hon. Secretary.

Hong Kong, August 6, 1931.

GENERAL NOTICES.

HONG KONG TRAMWAYS,
LIMITED.

AN INTERIM DIVIDEND of 40 cents per Share has been declared payable on TUESDAY, 25th AUGUST next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hong Kong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from TUESDAY, 11th AUGUST, to MONDAY, 24th AUGUST, 1931, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hong Kong, 1st August, 1931.

HONG KONG REALTY & TRUST
COMPANY, LIMITED.

AN INTERIM DIVIDEND of 30 cents per Share has been declared payable on TUESDAY, 1st September next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, 2nd Floor, Exchange Building, Des Voeux Road, Central.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be CLOSED from THURSDAY, 27th AUGUST, to MONDAY, 31st AUGUST, 1931, both days inclusive.

By Order of the Board,
C. F. V. RIBEIRO,
Acting Secretary.
Hong Kong, 5th August, 1931.

FOR SALE.

A Selection of the best varieties of
RELIABLE AND TESTED
Flower and Vegetable
SEEDS

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The opportunity of serving you will be a pleasure and your commands will have our best attention.

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P. O. Box 520. Hong Kong.

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BEFRIENDING A
PRISONER.

Generous Rikisha
Puller.

COSTLY CIGARETTE.

Inspector W. R. MacWalter prosecuted a rikisha driver before Mr. Schofield, on Saturday, for trespassing in the passage of the cells of No. 7 Police Station. Defendant pleaded that he went there to inquire about bail for a friend who was detained.

Inspector MacWalter said that after warning the defendant to leave the premises, he caught him in the act of giving a cigarette to one of the prisoners in a cell. A fine of \$2 was imposed.

A CHINESE ROMANCE

Couple from Australia
Met Here.

WEDDING BELLS THIS MONTH.

It is not generally known that for some months past an engagement has existed between Miss Doris Lui, daughter of the proprietor of the Kowloon Motor Bus Co., Ltd., and Mr. Aysey Aug-chen, Chairman and Managing Director of the Australia-China Commerce Corporation Ltd. The romance first started when Mr. Aug Chen visited Hong Kong last year on a tour of the East and China on behalf of his Corporation.

Strange as it may seem, the parties had not met previously in Australia, where both had lived, and it was a coincidence that they became acquainted here. The sequel will be marriage this month. The bride-to-be was educated at Canton and later proceeded to Australia to continue her studies and after remaining there some years returned to China. She is a very bright and cheerful girl and has many friends in Australia and China, her parents being well known in both countries where their interests are extensive.

The bridegroom-to-be is a brilliant young Chinese, who is a university graduate with an Economics degree, and a member of many important organisations in Australia. He formed the first merger of big British interests in Australia for the purpose of trade with the East and enjoys the distinction of being the first official Chinese speaker to the British Newcastle Chamber of Commerce.

In 1930 he was closely associated with the Chinese Consulate General in Australia as honorary adviser and founded the Sino-Australian Times newspaper, on Chinese affairs. His brother, Mr. Royden Chen, (Chen Wing-kwong) was formerly associated with the present Vice Minister for Foreign Affairs, Mr. Frank Lee, in Canton, and is now interested in business in Australia. Communicated.

WITHOUT LICENCE.

Dynamite and
Detonators.

IGNORANT OF LAW.

Two Shaikwan boatmen were on Saturday charged before the Hon. Comdr. G. F. Hole, R.N. (retired), in the Marine Court, by Inspector G. A. Stimson, for being in unlawful possession on their boat of 401 sticks of dynamite and 400 detonators without a licence from the Inspector General of Police, at Lyemooon Pass on Friday.

The accused said, they did not know how to plead, because they did not know the laws of the Colony, and therefore did not know if they had committed an offence or not.

The Magistrate said, he did not ask the accused if they knew the law or not. All he wanted to know was, whether they admitted having the things on their boat without a permit.

The accused admitted possession. Inspector Stimson said that the accused were arrested by Revenue Officers while out on patrol in the harbour on Friday. They stopped the accused's boat at Lyemooon Pass at 5.30 p.m. and searched it on suspicion. The dynamite and detonators were found hidden under the living apartment of the boat.

The Magistrate imposed fines of \$50, or six weeks' jail on each of the accused.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 10th August, 1931.
Next Settlement Day, Tuesday, 25th August.

STOCK	Buy-ers	Sell-ers	Sales	Num.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	2005	...	Dec.	Interim 27 at 15/- 257.00 Aug. 10, 31
Chartered Bank	...	...	191	...	Dec.	Interim 7 1/2 at 10/- 72.50 Mar. —, 31
Mercantile Bk., A.B.	...	...	30	...	Dec.	Interim 2 1/2 at 10/- 25.00 Apr. —, 31
Bank of Asia	129	...	...	...	Dec.	\$8 for 1930 Feb. 23, 31
Insurance.						
Canton Ins.	1510	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 May 15, 31
Union Ins.	555	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 May 31, 31
China Underwriters	805	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 May 31, 31
China Fire Ins.	...	...	800	...	Dec.	Interim 2 1/2 at 10/- 25.00 May 31, 31
H. K. Fire Ins.	1450	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Mar. 31, 31
Shipping.						
Douglas	...	...	32	...	Dec.	Last dividend for 1931
H. K. Steamboats	39	...	...	...	Dec.	Interim 10 at 10/- 100.00 Mar. 4, 31
Indo-China (Pref.)	...	...	10	...	Dec.	Interim 2 1/2 at 10/- 25.00 June 9, 31
(Def.)	...	...	30	...	Dec.	Last dividend for 1931
Shells Bearer	...	...	46	...	Dec.	Interim 2 1/2 at 10/- 25.00 July 6, 31
Union Waterboats	39	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Mar. 31, 31
Mining.						
Bangpu	101	...	...	...	Dec.	Stock, Int. 20 cents a/c 1931 June 30, 31
Kailan Mining Ad. /-	279	...	...	...	Jan.	Fin. 1/2 free 1/2 Tax C'pon 30 (Fin. 1/2 for year 20-30) Dec. 30, 31
Langkat (Single)	435	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 May 8, 31
S'hai-Exploration	100	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Feb. 6, 31
Loans	...	...	41	...	Dec.	Interim 2 1/2 at 10/- 25.00 July 15, 31
Raubs	101	...	...	...	Mar.	Interim 2 1/2 at 10/- 25.00
Venezuela Gold Fields ..	12	...	...	...	...	Interim 2 1/2 at 10/- 25.00
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	162	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Mar. 19, 31
H. K. & W. Docks	...	...	28	...	Dec.	Last dividend for 1931
South Ch. Motors	...	...	10	...	Dec.	Interim 2 1/2 at 10/- 25.00 Apr. 9, 31
China Providents (old) ..	315	8.30	6.15	...	Dec.	Interim 2 1/2 at 10/- 25.00 May 4, 31
(new)	...	...	2,95	...	Dec.	Interim 2 1/2 at 10/- 25.00 July 29, 31
Hongkew	...	...	370	...	Dec.	Interim 2 1/2 at 10/- 25.00
N. Engineering	...	...	61	...	Dec.	Interim 2 1/2 at 10/- 25.00
Shanghai Docks	...	...	1061	...	Apr.	Interim 2 1/2 at 10/- 25.00
Laads, Hotels & Buildings.						
H.K. & S. Hs. (old)	1710	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Apr. 16, 31
(new)	16,65	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Aug. 12, 31
H. K. Lands	71	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Jan. 30, 31
Shanghai Lands	...	...	3920	...	Dec.	Interim 2 1/2 at 10/- 25.00 Feb. 24, 31
Humphreys (old)	29	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00
(new)	211	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00
H. K. Realities	16,05	16.60	6.65	...	Dec.	Interim 2 1/2 at 10/- 25.00
Chinese Estates	34	...	...	...	Feb.	Interim 2 1/2 at 10/- 25.00
Cotton Mills.						
Ewo Cotton	1440	...	...	...	Dec.	Interim 2 1/2 at 10/- 25.00 Mar. 19, 31
Shanghai Cotton	...	...	98	...	Apr. and Oct.	Interim 2 1/2 at 10/- 25.00 May 27, 31
Zong Sing	11	...	...	...	June	Interim 2 1/2 at 10/- 25.00 Oct. 11, 31
Public Utilities.						
H. K. Tramways	...	21.00	...	...	Dec.	Interim 20 cents a/c 1931 Pending
Peak Tram (old)	...	...	14	...	Apr.	Interim 20 cents a/c 1931 June 15, 31
(new)	...	...	91	...	Dec.	Interim 20 cents a/c 1931 June 15, 31
Star Ferries	...	...	...	...	Dec.	Interim 20 cents a/c 1931 June 15, 31
Yau-mai Ferries	...	...	...	...	Dec.	Interim 20 cents a/c 1931 June 15, 31
China Light	...	...	...	...	Sept.	Interim 20 cents a/c 1931 Dec. 15, 31
H. K. Electric	...	...	...	...	Dec.	Interim 20 cents a/c 1931 Mar. 15, 31
Macao	...	...	...	...	...	Interim 20 cents a/c 1931
Sandokan Light	...	...	...	...	...	Interim 20 cents a/c 1931
H. K. T						



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$179 TO \$120 ON SALE.

SAN FRANCISCO	Shanghai, Japan Ports & Honolulu.	Tuesday, 18th August.
TAIYO MARU	Chichibu Maru	Wednesday, 2nd September.
SEATTLE, VANCOUVER	via Shanghai & Japan Ports.	Tuesday, 25th August.
HIYE MARU	Heian Maru	Tuesday, 8th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM	via Singapore, Penang, Colombo, Suez.	Saturday, 22nd August.
FUSHIMI MARU	Hakozaki Maru	Saturday, 5th September.
SYDNEY & MELBOURNE	via Manila & Ports.	Saturday, 22nd August.
KITANO MARU	Atsuta Maru	Saturday, 26th September.
MANILA	Chichibu Maru	Friday, 28th August.
BOMBAY via Singapore, Penang, & Colombo.	Iyo Maru	Tuesday, 11th August.
↑ NAGATO MARU	↑ SOUTH-AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Thursday, 27th August.
NEW YORK, BOSTON via Panama.	Bokuyo Maru	Saturday, 12th September.
↑ KURAMA MARU	↑ TAKEOTOYO MARU	Friday, 21st August.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	↑ DELAGOA MARU	Tuesday, 1st September.
CALCUTTA via Singapore, Penang & Rangoon.	↑ AKIHA MARU	Thursday, 13th August.
↑ RANGON MARU	SHANGHAI, KORE & YOKOHAMA.	Saturday, 15th August.
↑ HAKODATE MARU	↑ HAKODATE MARU (Nagasaki direct)	Monday, 17th August.
↑ ATSUBA MARU	↑ HAKUSAN MARU	Friday, 21st August.
↑ CARGO ONLY.		Friday, 21st August.

For further information apply to:—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Buenos Aires Maru	Thurs., 3rd Sept.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENÇO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Hawaii Maru	Mon., 31st Aug.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Sydney Maru	Sat., 5th Sept.
JAPAN PORTS (Frequent Services).	Burma Maru	Fri., 21st Aug.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Atlas Maru	Mon., 10th Aug.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kwansei Maru	Tues., 15th Sept.
BOMBAY via Singapore, Belawan, Deli & Colombo.	Kinai Maru	Tues., 15th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	Shunko Maru	Wed., 19th Aug.
HAIPHONG via Hanoi & Pakhoi (Fortnightly).	Indus Maru	Tues., 18th Aug.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Menado Maru	Thurs., 20th Aug. (10 a.m.)
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs., 13th Aug.

For further particulars please apply to:—
OSAKA SHOSHEN KAISHA.
Telephone 28061.

BRITISH WUCHOW LINE

SAILING DATES FOR AUG., 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI HING	TUES. 11th	THURS. 13th	FRI. 14th	SAT. 15th
TAI MING	FRI. 14th	SUN. 16th	MON. 17th	TUES. 18th
TAI HING	MON. 17th	WED. 19th	THURS. 20th	FRI. 21st
TAI MING	WED. 19th	FRI. 21st	SAT. 22nd	SUN. 23rd
TAI HING	SUN. 23rd	TUES. 25th	WED. 26th	THURS. 27th
TAI MING	TUES. 25th	THURS. 27th	FRI. 28th	SAT. 29th
TAI HING	FRI. 28th	SUN. 30th	MON. 31st	TUES. 1st
TAI MING	MON. 31st	WED. 2nd	THURS. 3rd	FRI. 4th

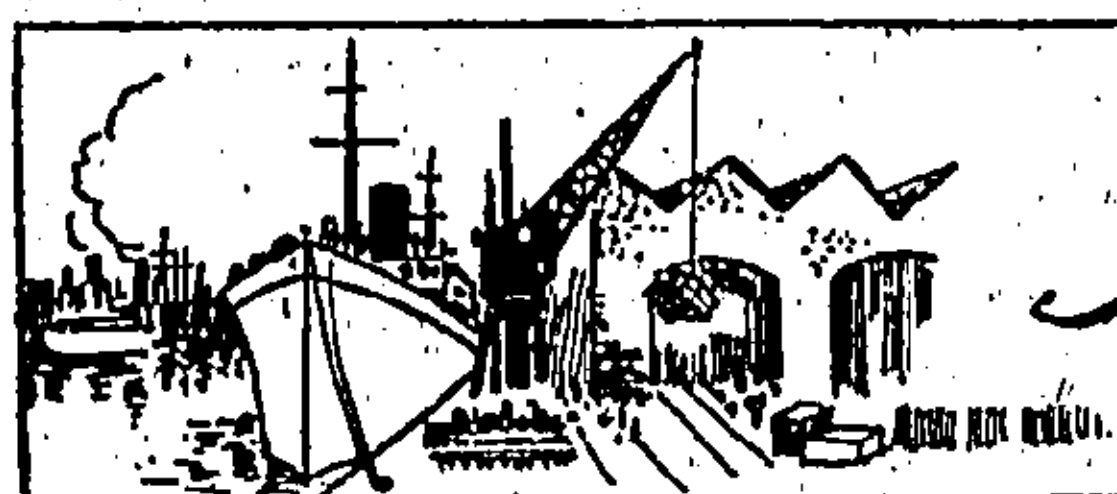
Ports of Call—Samshui, Shuiling, Takling & Doshing.
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Donations and Subscriptions must

now be sent to the Hon. Treasurer,

Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



Shipping Intelligence.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Aug. 5	Aug. 6	Aug. 7
West River at Shuiling	25.1	27.3	27.3
North River at Samshui	5.1	7.4	7.4
North River at Tsingyuen	20.1	17.7	17.7
East River at Shuiling	5.4	4.0	4.0

The highest levels recorded are:—Shuiling, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shuiling, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Shuiling.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—

Caradoc—In dock.	Cicala—South wall.	Odin—East wall.	Otus—East wall.	Sepoy—North arm.	Seraph—North arm.	Stormcloud—North wall.	Tamar—Basin.	Foreign.	Helena—American gunboat.	Regulus—French sloop.
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CONSIGNEES' NOTICES.

Consignees of cargo, ex s.s. Benvenue are reminded to take delivery of their goods which will be subject to rent after August 12.

Consignees of cargo, ex s.s. Oregon Star are reminded to take delivery of their goods which will be subject to rent after August 16.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

August 10 to 16, 1931.

Date	High Water	Low Water
	Standard Times	Standard Times
Aug. 10	11. 30	5. 30
Aug. 11	12. 30	6. 30
Aug. 12	1. 30	7. 30
Aug. 13	2. 30	8. 30
Aug. 14	3. 30	9. 30
Aug. 15	4. 30	10. 30
Aug. 16	5. 30	11. 30

ARRIVALS OF SHIPS.

Friday, August 7.
Borneo, British str., 1,297 tons, Captain J. S. Anderson, from Whampoa, buoy No. C6.—Shun Tai & Co.

Nanning, British str., 1,485 tons, Captain J. S. Anderson, from Amoy, buoy B9.—B. & S.

Sejun Maru, Japanese str., 3,804 tons, Capt. J. Hamada, from Milke, buoy No. B27.—Y.K.K.

Tilawa, British str., 6,163 tons, Captain Coleborn, from Amoy, Kowloon Wharf.—M.M. & Co.

Bremerhaven, German str., 917 tons, Capt. Engels, from Madang, buoy No. C5.—Melchers & Co.

Daviken, Norwegian str., 1,778 tons, Capt. G. Svane, from Canton, Yaumati Anchorage.—Wallem & Co.

Deli Maru, Japanese str., 1,293 tons, Captain S. Sanada, from Swatow, Stonecutters Anchorage.—O.S.K.

Hangsang, British str., 1,356 tons, Capt. J. Moodie, from Canton, buoy No. B1.—J. M. & Co.

Helikon, British str., 1,219 tons, Capt. W. Anderson, from Saigon, buoy No. C4.—Wo Fat Sing.

Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Kanchow, British str., 1,222 tons, Capt. B. A. Harrable, from Swatow, buoy No. B3.—B. & S.

Ninghai, British str., 1,482 tons, Capt. W. J. King, from Amoy, buoy No. B9.—B. & S.

Oregon Star, British str., 3,531 tons, Capt. G. J. Leins, from Singapore, buoy No. A11.—Dodwell & Co.

President Adams, American str., 6,345 tons, Capt. Jokstad, from Shanghai, Kowloon Wharf.—Dollar S.S. Line.

President Jefferson, American str., 8,443 tons, Capt. A. O. Lustig, from Manila, Kowloon Wharf.—A.M.L.

Ryusho Maru, Japanese str., 1,745 tons, Capt. B. Nakagawa, from Keelung, buoy No. B28.—Sato & Co.

Sansel Maru, Japanese str., Capt. K. Kojikawa, from Canton, buoy No. A5.—D.K.K.

Shantung, British str., 1,568 tons, Capt. J. S. G. Brown, from Canton, buoy No. B14.—B. & S.

Suiyang, British str., 1,594 tons, Capt. J. M. Byrne, from Swatow, buoy No. B20.—B. & S.

Tevere, Italian str., 4,441 tons, Capt. Stalla, from Shanghai, buoy No. A3.—Dodwell & Co.

Tisalak, Dutch str., 3,613 tons, Capt. P. Meerman, from Manila, buoy No. A7.—J.C.J.L.

Chaksang, British str., 1,470 tons, Capt. J. M. Anish, from Swatow, West Point Wharf.—J. M. & Co.

Chenan, British str., 1,355 tons, Capt. I. Newton, from Amoy, buoy No. B21.—B. & S.

Eumaeus, British str., 4,830 tons, Capt. R. N. Hodgson, from Singapore, Holt's Wharf.—B. & S.

THE LOCHFYNE.

A Very Interesting Coaster.

The present situation of the whole of the Kylesant group naturally makes it a little doubtful when the new giant White Star Oceanic, which was laid down at Belfast and then stopped will be definitely put under construction, but it has long been understood that she would be driven by Diesel electric machinery which seems to be the best method of utilizing the internal combustion engine for extreme speeds.

In the meantime the MacBrayne section of the Kylesant group has completed the little coaster Lochfyne for service in Western Scottish waters and it is believed that the Diesel electric machinery which makes her so interesting is intended as a trial for the giant ship. Hitherto the system had not been tried in such a small vessel on this side of the Atlantic and the results are certainly most interesting and suggest that, quite apart from such ships as the Oceanic, there is a big future for the system in the miniature liners which run all round the British coast.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Canada arrived at Manila on August 9 (Sun.) at 10 a.m., leaves Manila on August 10 (Mon.) at 4 p.m., and is due at Hong Kong on August 12 (Wed.) at 6 a.m., proceeding direct to Talkoo Dock for dry-docking and painting, berthing at Kowloon Wharf on August 13 at about 9 a.m., and will leave Hong Kong for Victoria and Vancouver, B.C. via Shanghai, Kobe and Yokohama at noon on August 15.

The C.P.S. R.M.S. Empress of Asia arrived at Yokohama on August 7 (Fri.) at 5 p.m., left Yokohama on August 8 (Sat.) at 3 p.m., and is due at Vancouver on August 17 (Mon.). She leaves Vancouver for Hong Kong via ports on August 29 (Sat.).

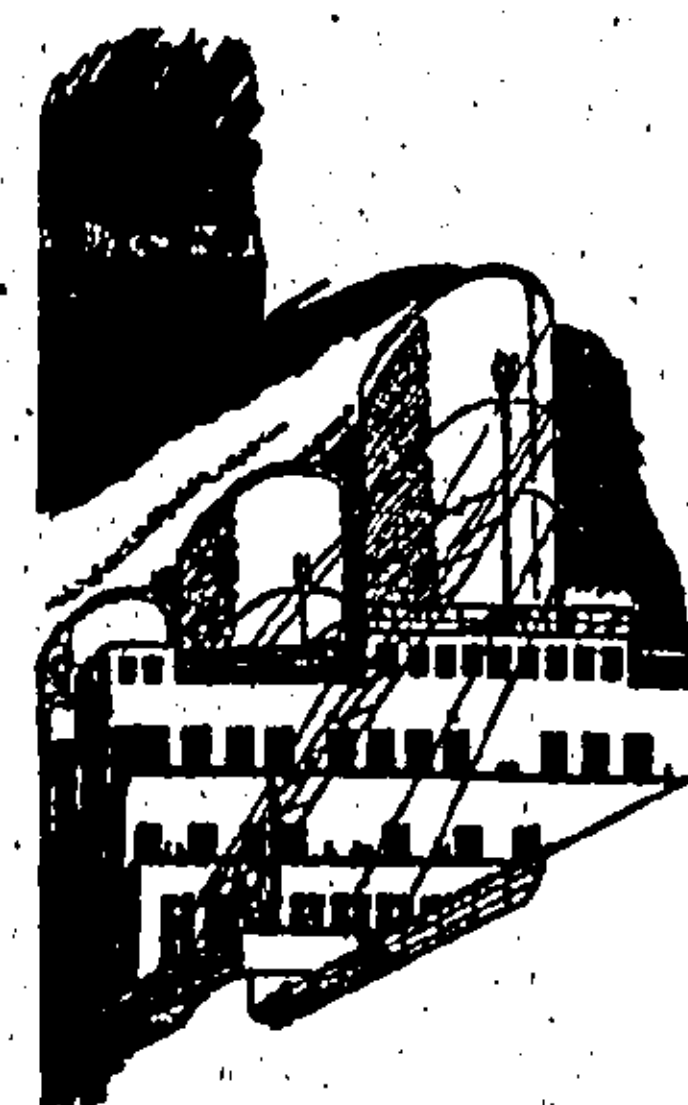
The P. & O. s.s. Cathay left Singapore for this port on August 9 at 7 a.m. with the outward English Mails, and is due here on August 13 at about noon.

Capt. R. N. Hodgson, from Singapore, Holt's Wharf.—B. & S.
Haiching, British str., 1,234 tons, Capt. Ellis Walker, from Foochow via Amoy and Swatow, Douglas Wharf.—Douglas S.S. Co.
Nanning, British str., 1,485 tons, Capt. J. S. Anderson, from Canton, buoy No. B3.—B. & S.
Tijikrang, Dutch str., 6,064 tons, Capt. H. de Jonge, from Amoy, buoy No. A4.—J.C.J.L.

REDUCED

SUMMER ROUND TRIP FARES TO JAPAN.

I.L.K. to Nagasaki & Return G\$ 82.50
I.L.K. to Kobe & Return 105.00
I.L.K. to Yokohama & Return 117.50



"Go Empress"

The White Empresses are the largest and fastest liners on the Pacific.

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Canada	Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 26	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4

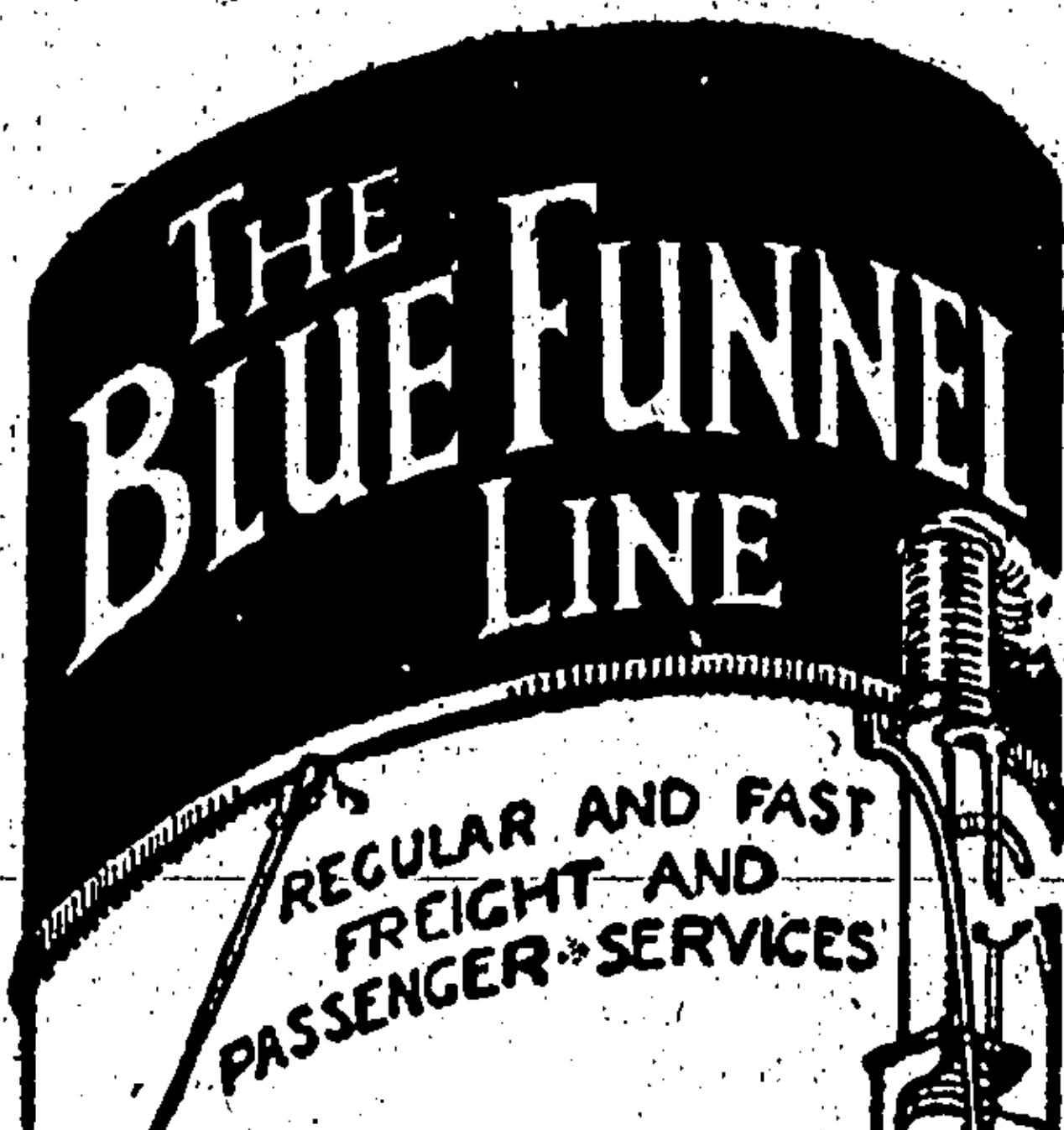
"Empress of Russia" and "Empress of Asia" call at Nagasaki.

HONG KONG—MANILA.

	Leave Hong Kong	Arrive Manila
EMPERESS OF RUSSIA	Aug. 20	Aug. 22
EMPERESS OF JAPAN	Sept. 4	Sept. 6

CANADIAN PACIFIC

Telephones: Passenger 20752. Freight 20042.



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LONDON SERVICE.

"PHILOTTETES" 16th Aug. For Port Said, Marseilles, Casablanca, London, Rotterdam and Hamburg.
"HECTOR" 2nd Sept. For Port Said, Marseilles, London, Rotterdam, Hamburg and Glasgow.

LIVERPOOL SERVICE.

"L'AMERON" 21st Aug. For Port Said, L'pool, Havre & Glasgow.
"EUMAEUS" 1st Sept. For Port Said, L'pool, Havre & Glasgow.

NEW YORK SERVICE.

"PREMIUS" 7th Sept. For Boston, New York, and Baltimore via Philippines and Singapore.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).
"PROTEUS" 22nd Aug. For Victoria, Vancouver & Seattle.
"LION" 17th Sept. For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"PERSEUS" Due 13th Aug. For Shanghai, Kobe, Yokohama and Vladivostok.
"ORETES" Due 20th Aug. For Shanghai, Kobe and Yokohama.

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Enjoy Your Short Leave in Australia and New Zealand. Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 7th RETURN LONDON (via Australia) from \$135.15.0. (Australian Newspapers on file)

STEAMER	Dep. Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	Aug. 11	Aug. 13	Aug. 15	Aug. 17
TAIPING	Aug. 18	Aug. 20	Aug. 22	Aug. 24
CHANGTE	Oct. 1	Oct. 3	Oct. 5	Oct. 7
TAIPING	Oct. 8	Oct. 10	Oct. 12	Oct. 14

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BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

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Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of SWI (H.W.O.S.T.) 34 ft. 6 ins.
— DRY DOCK —
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Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.
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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hong Kong About	Destination.
RAJPUTANA	17,000	15th Aug.	Bombay, Marseilles & London.
*ALPORA	5,300	19th Aug.	Strait, Colombo & Bombay.
*PADUA	6,000	22nd Aug.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*KARMALA	9,000	29th Aug.	Marseilles, London, Rotterdam, Antwerp & Hull.
CATHAY	15,000	12th Sept.	Bombay, Marseilles & London.
*SOUDAN	6,800	19th Sept.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,000	26th Sept.	Marseilles, London, Rotterdam, Antwerp & Hull.
MANTUA	11,000	10th Oct.	Marseilles & London.
*KASHMIR	9,000	24th Oct.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*BURDWAN	6,500	31st Oct.	Marseilles & London.
NALDERA	16,000	7th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,000	21st Nov.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	17,000	5th Dec.	Marseilles & London.
COFRU	15,000	19th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam & Antwerp.
*SOMALI	6,800	26th Dec.	Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.
§ Calls Karachi & Port Swettenham.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tonnage	From Hong Kong About	Destination.
*SANTHA	8,000	21st Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	8th Sept.	Singapore, Penang & Calcutta.
TAKADA	7,000	21st Sept.	Singapore, Penang & Calcutta.

Marseilles, Gibraltar, Havre, London, & Calla Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tonnage	From Hong Kong About	Destination.
TANDA	7,000	2nd Sept.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NANKIN	7,000	2nd Oct.	
NELLORE	7,000	31st Oct.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Cheap Summer Trips to Japan, June to Sept.

S.S.	Tonnage	From Hong Kong About	Destination.
CATHAY	15,000	14th Aug.	Shanghai, Kobe & Yokohama.
TALMA	10,000	14th Aug.	Amoy, Shanghai, Kobe & Osaka.
TAKADA	7,000	27th Aug.	Amoy, Shanghai, Kobe & Osaka.
NANKIN	7,000	27th Aug.	Shanghai, Kobe & Yokohama.
KALYAN	9,000	28th Aug.	Shanghai, Kobe & Yokohama.
*ST. ALBANS	4,500	31st Aug.	Shanghai, Kobe, Osaka & Yama.
MANTUA	11,000	11th Sept.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	11th Sept.	Amoy, Kobe & Osaka.
*BURDWAN	6,500	12th Sept.	Shanghai, Kobe & Yokohama.
KASHMIR	9,000	25th Sept.	Shanghai, Kobe & Yokohama.
TALMA	10,000	25th Sept.	Amoy, Kobe & Osaka.
NELLORE	7,000	5th Oct.	Shanghai, Kobe, Osaka & Yama.
SANTHA	8,000	9th Oct.	Amoy, Kobe & Osaka.
NALDERA	16,000	10th Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th Oct.	Shanghai, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Kobe & Osaka.
MACEDONIA	11,000	24th Oct.	Shanghai, Kobe & Yokohama.
TANDA	7,000	6th Nov.	Shanghai, Kobe, Osaka & Yama.
RAJPUTANA	17,000	7th Nov.	Shanghai, Kobe & Yokohama.
COFRU	15,000	21st Nov.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	5th Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th Dec.	Shanghai, Kobe, Osaka & Yama.
KARMALA	9,000	19th Dec.	Shanghai, Kobe & Yokohama.

* Cargo only. † Calls Nagoya.
‡ Calling Wei-hai-wei, Tsingtau & Shanghai on return from Japan.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.
All Cabins are fitted with Electric Fans on Punka Louvre System free of charge.

Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

DOWN CHANNEL.

A Few Passing Remarks.

Steadily the cruiser steamed down Channel bound from Portsmouth for Plymouth.

Away on her port bow a large "tramp" made her way on an easterly course, shaping for the Straits of Dover, homeward bound from the wide Atlantic.

The signalman of the watch silently appraised her lines and the sight of her evidently sat a chain of thought in motion.

"I see they are revising the International Code," he remarked to the leading signalman of the watch. "Do you know when the new issue is going to be made?"

"No idea," the other answered. "About six months after I am time expired I hope!"

"You're right! Don't want another code to 'rub up'!"

The chief yeoman of signals—an unobserved eaves-dropper of the conversation—raised his eyebrows.

"Oh! Don't you, my lad?" he barked out so suddenly that it caused the unfortunate signalman to jump. "Know the present one inside out I suppose?"

Yes, Chief," glibly came the reply.

"Well, as you are so certain about it," retorted the Chief, "how would you let that craft know you wanted to speak him in 'International'?"

"Hoist the Red Ensign superior to the International Code Flag."

"Right! Now we'll see! We'll call him up and exercise in International. Man the port topsail yard arm halyard!"

"Just our luck on a hot afternoon," remarked the cause of all the trouble, sotto voce. "Chief Bunt's always hears what he didn't ought to."

After the cruiser had hoisted her "Code Pennant" the same pennant of 3 red and 2 white stripes appeared on the tramp at the "dip"—about two-thirds way up—to show he was ready for the message.

"At the yard arm! International Edward—Charlie!" rapped the Chief, meaning "International Code Flag E.C."

"E.C." indicating "What ship are you?"

Rapidly they were bent on to the halyard.

"Hoist away!"

The tramp was evidently expecting this for immediately his pennant was hauled "close up" to show he understood.

Down came the cruiser's hoist and her answering pennant was taken to the dip.

Four flags soon appeared on the tramp and reference to the "Board of Trade Signal Letters of British Ships" under the letters displayed gave the tramp's name, registered again—hauled "close up"—to indicate number, port of registry and tonnage. The cruiser's pennant was "received."

"Where's he from?" snapped the Chief before the tramp's flags had started to move downwards.

"At the yard arm, International—Sugar, Isaac!"

Again four flags from the tramp A.V.O.D.—Buenos Aires according to the "Geographical Tables" of the Code. A further question elicited the fact that he was bound for A.F.M.R.—Hull.

Other strips of coloured bunting hoisted, smartly and precisely on the cruiser, or, a little hesitantly and jerkily, on the trader, indicated that the latter was 20 days out, that he was "all well" and had nothing to report.

"Ask if he wants anything," ordered the Chief.

Apparently the skipper considered he might just as well get something out of all his code searching and flag hoisting—second nature to the denizens, of a signal bridge but to him more a hobby rather infrequently indulged in, in these days of W.T.

At any rate up went a white flag superimposed with a blue St. George's cross and a blue and white chequered one.

"X.N. Will you show your Greenwich mean time?"

It was practically 25 minutes past 3 o'clock, so up went the flags indicating the latter hour.

Though duly acknowledged they remained hoisted with a signalman standing tense on the halyard.

The request had been reported to the Lieutenant Commander (N) and the Navigator entered the chart-house and fixed his eyes on the ship's chronometer—checked to a fraction of a second.

"Dip!" he roared suddenly and instantaneously the flags moved downwards with a sharp jerk.

"That was 25 minutes—20 seconds, Chief," he said, that being the actual time past 3 o'clock when the flags moved.

Accordingly, "M-Q—O.W." fluttered in the breeze to indicate this to the enquiring skipper.

By the time the tramp hoisted "X.O.R. Thank you" she was dropping well astern and the cruiser made her final hoist.

"T.D.L. Wish you a pleasant passage."

"Quite a good exercise, yeoman," remarked the Chief. "Stow away flags and carry on." With this he descended the ladder.

"If you hadn't been so mouthy," remarked the leading hand, "there wouldn't have been this exercise. Neither would that poor wretched skipper be stowing umpteen flags and wondering why he can't cross the Atlantic in peace but directly he sights anything R.N., he has to double to it."

Still, thus do those that go down to the sea in ships flying the Ensign—whether it is White or the "Red Duster"—keep ready for any emergency—W. F. Glass in The Navy.

EXTENSION OF ITALIAN SHIPPING.

It is reported from Milan that the Swedish East Asiatic Company, which maintains a monthly service between the North of Europe and Karachi, Bombay, Colombo, Madras, Calcutta and Rangoon, has decided to have its ships make regular calls at Genoa and Naples. Moreover, the company's ships which come from the Far East are also to

make calls at individual ports in the Dutch East Indies and also at Milan.

This decision is reported to be followed with great interest in Italian shipping circles, as the opinion prevails that the result will be keener competition with Italian shipping in the service with British India, but also with the Dutch East Indies. It is reported that Italian shipping companies have drawn the attention of the Government to the matter and have put forward a proposal to be allowed to extend the Italian services from Genoa and Naples to India and the Far East. At the moment, the Italian Asiatic Chamber of Merchants at Milan is engaged on the consideration of the possibility of an extension of the Italian shipping service to the Dutch East Indies, in connection with which Italian manufacturers are contemplating the opening of branches in the Dutch East Indies.

NAVY WEEK.

"Navy Week" at Chatham and Sheerness this year was held during the period Saturday, August 1, to Saturday, August 8, (omitting Sunday, August 2). The objects of this annual event are to stimulate and maintain the interest of the public in the Royal Navy, to give them opportunities to visit His Majesty's warships, and to raise funds in aid of various naval charities.

All classes of warships will be open to the public in "Navy Week"—battleships, battle-cruisers, cruisers, destroyers and submarines—and an excellent opportunity presents itself to the public who know so little of the Silent Service to see and learn about the various types of ships, the conditions of life of the sailors with their many and varied duties, and the customs and traditions of our great historical navy.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', LONDON AND STRAITS.

The Steamship, "BENVENUE"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 28th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 5th August, 1931.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG HONG KONG OFFICE 2822. KOWLOON DOCK 58052.

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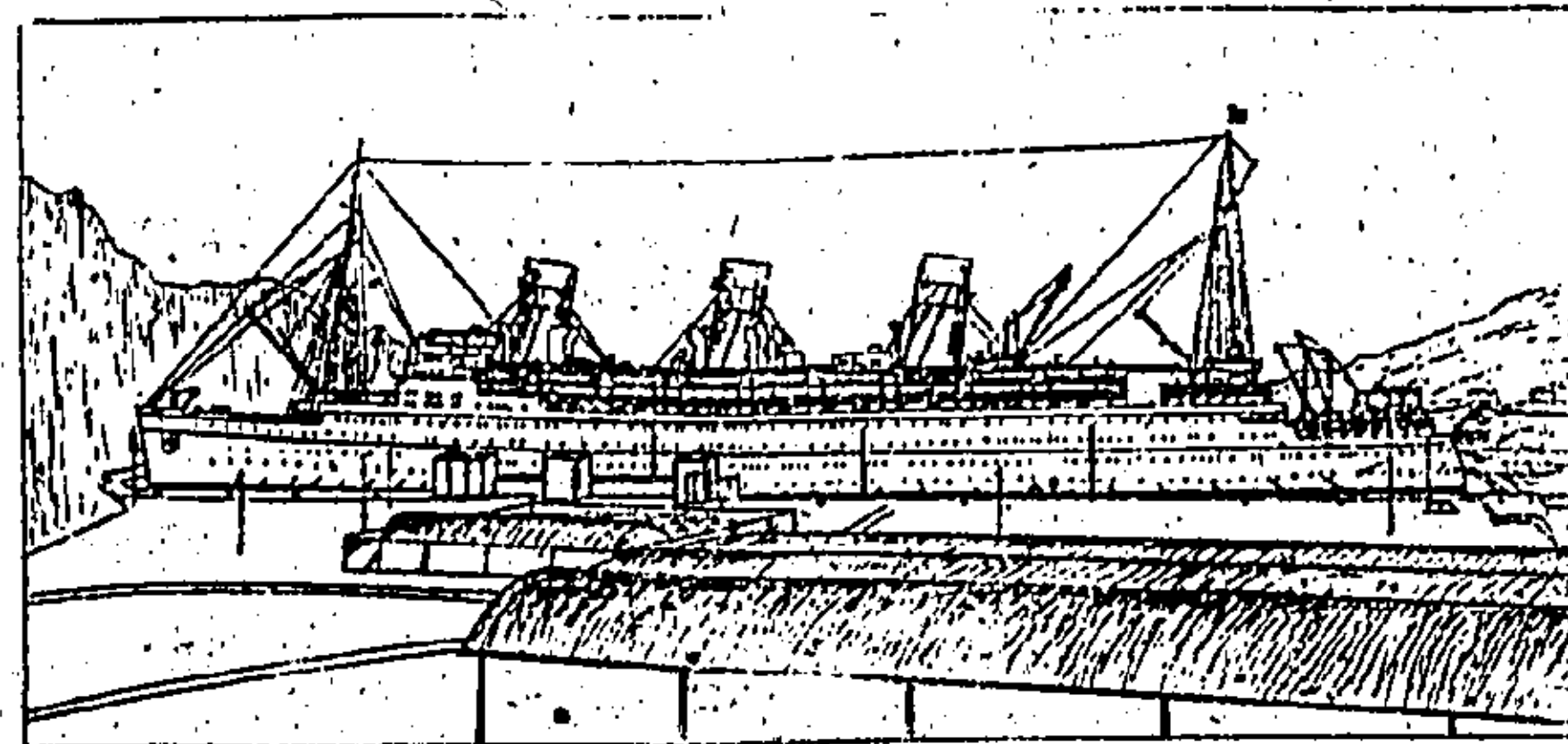
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pose of winning races, they are certainly well handled.

In the Merchant Navy it is only occasionally that it is possible to get up any of the competitions that are really essential to smartness, in spite of the efforts of certain enthusiasts. But to judge from the way the boats of the P. & O. liner Rajputana were handled in rescuing the whole company of the wrecked Chinese steamer "Hwah Yang" there are still some sections of the Merchant Navy whose boat work is above criticism.

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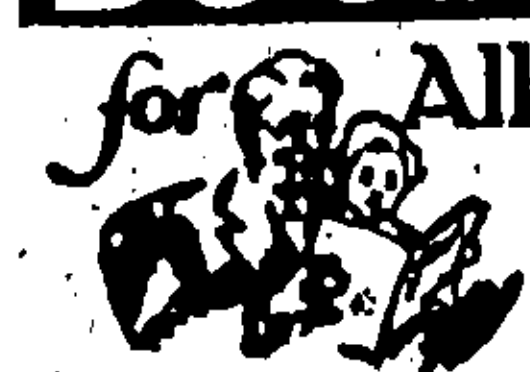
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LONDON NOISES NOT SO NOISY!

New York's Naughty Decibels.

"QUIETEST CITY."

Dame Nature, although she thoughtfully provided us with eyelids for resting the eyes, was perhaps a little remiss when she omitted to equip the ears with a similar device for excluding or muting noise, writes Dr. G. W. C. Kaye, Superintendent of the Physics Department, National Physical Laboratory in the Evening News. Had she done so, many normally placid and untroubled city workers would not now be finding that the strain of the noise of heavy traffic and other types of continuous din tend to leave them irritable and worn out by the end of the day.

"City noises are, of course, no new thing, and no doubt London ever since it became a big city has always been noisy in its business thoroughfares. Steel tyres and horseshoes on cobbles or stone sets were noisy combinations in Victorian times. Asphalt or wooden surfaced roads and, above all, the pneumatic tyre, brought a great measure of relief.

"Today, however, is a machine age, with noise as one of its by-products; and the volume of traffic through London's busier streets is such as to create a background of noise, the level of which is brought home only by a stroll through the City on Sundays, or even more on the occasion of the Two Minutes Silence on Armistice Day.

Nevertheless travellers extol London as the quietest city in the world—much less noisy, for instance, than the cities of the Latin countries or of the United States. It is claimed that certain street corners in New York are normally noisier than any so far discovered in any other city the world over. The junction of Sixth Avenue, Broadway and Thirty-Fourth Street rejoices in the traffic of three main streets, three double tram-car lines, a double-track elevated railway, and the Subway (underground railway).

Elevated "Sinner." Anyone who has tried to sleep in a lower storey in the immediate vicinity will not be disposed to question the truth of the claim! The arch sinner is the elevated railway and nothing, I imagine, is less likely than that London will ever allow anything even approximating the least change in loudness perceptible to the ear.

Measurements of city noises have been made in London by the National Physical Laboratory at Teddington, and in the United States by the New York Noise Commission. As far as it is possible to draw a comparison, it seems that a street in New York, is on the average, about 10 decibels noisier than a like street in London (50 to 70 decibels).

Although there are thoroughfares in London, where at times a barking dog would not be heard 20 feet away, there are traffic centres in New York where a tiger could roar without attracting the attention of passers-by!

There is an increasing tendency to erect taller buildings in London and some diminution of the traffic noise heard would generally be expected in the higher storeys. The improvement is, however, largely nullified if there are high buildings on both sides of a street. In such cases, even with sky scrapers, appreciable relief comes only to the storeys just above the first setback.

Shrieking Motor Horns.

Knowledgeable travellers' book bedrooms on the twentieth floor upwards in certain hotels in New York and Chicago. In like conditions in London the usual remedy is to engage a room opening on an inner courtyard; buildings are effective noise shields, as is evidenced by the sylvan quietness of the gardens of the Inns of Court, only a stone's throw from heavy traffic.

Motor horns have also been the subject of investigation by the National Physical Laboratory, at the instance of the Ministry of Transport. The majority of people seem to find shrill horns more irritating than low. The continuous staccato use of the high-pitched horn beloved by Paris and Rome taxi-drivers does not find favour in this country. The loudness of noises is usually measured by matching them against a standard note, but a

BLAZING CAR VICTIM!

No Evidence of Foul Play.

VERDICT OF SUICIDE.

A verdict of suicide during temporary insanity was returned at the inquest at Bubbenthall, near Leamington, on Mr. Arthur Matthews, a director of an engineering company, whose charred body was found in a blazing car on the Weston-Bubbenthall Road. In the debris of the car were two spent cartridges and a revolver.

Matthews was an ex-officer, who had lost a leg in the war. Mr. Frank Baron said that the keys produced and the part of an artificial leg were those of Mr. Arthur Matthews. During the war Mr. Matthews was injured by a shell, lost his leg, and had to undergo fifteen operations, which had a serious effect on his health. His nerves were shattered.

The day before the tragedy he was somewhat peculiar in his manner and was depressed. His business was sound and in a prosperous state. Recently he was in touch for a big contract—some £12,000. He was imagining things. Witness put that down to the fact that he could not take any recreation. If he went swimming he was an object of curiosity, and he therefore came to the conclusion that he was being watched.

Mrs. Elsie Matthews, the widow, said they were married in 1918 and had lived happily. Her husband had had fits of depression, and during the last week or so had been very quiet. On June 30 he was more nervous than usual and complained of extreme pain in the head.

Dr. Frank Clayton, of Leamington, said that a small circular wound was found in the right temple and also the bullet, by which it was made. The brain was lacerated and sufficiently injured to cause death. The actual cause of death would be attributable to two factors, the gun-shot wound and the injury by the fire.

Police "Clared" at Him. Inspector John Grooby said that in Leamington on June 30 Matthews stopped him in the street and said: "I think there must be something the matter with me. All you policemen in Leamington seem to be glaring at me. I rang up your chief constable and told him all the police were glaring at me."

His speech was coherent, but suggested mental strain.

The coroner, summing up, said it had been suggested that the revolver went off through the heat of the fire, but that was a fantastic idea he would not entertain. They knew Matthews shot himself. The fire was caused intentionally, and they must assume that Matthews was the person who started it. As to his reasons they had no definite evidence except regarding his sad depression over war injuries.

rough and ready test, is to discover the ease with which conversation can be conducted. With a little practice the observant Londoner will find it interesting to make rough estimates of the noises he experiences as he goes along. For example, he will find the most recent types of London buses quieter than the old, and the new electric trolley buses in West London much more silent than the tramway cars they displaced.

He will begin to draw invidious acoustic comparisons between the types of electric trains serving different parts of the London area. He knows he can talk comfortably in a modern, quiet saloon car (40 decibels), but he cannot compete against the noise of occasional motor bicycles, and ill-conditioned or badly-loaded lorries. He finds that conversation languishes in a tube (80 decibels) though it may revive when the train climbs into the open, as at Baron's Court. "First" is Quieter. In this connection, he may recall, however, that the New York Subway is some 10 decibels noisier than London's Underground. When travelling in the compartment of a suburban train, he finds it necessary to shut the windows if he wishes to follow closely the arguments of his fellow traveller sitting opposite. He will discover that a first-class compartment with the windows shut is a little quieter than a third-class one. All such noise variations, which can be expressed in terms of our decibel unit, may help to impart a flavour of interest to a familiar journey.

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Cts. Cts. Cts.										Cts. Cts. Cts.														
Butcher Meat.										Poultry.														
Beef Sirloin	牛尾	lb.	33	24	12	Chicken	雞	lb.	68	30	31	Capons, Small	雞	lb.	68	28	30							
" Prime Cut	牛尾	lb.	30	23	11	" Corned	牛尾	lb.	72	28	30	Capons, Large	雞	lb.	45	22	21							
" Roast	牛尾	lb.	33	24	12	" Breast	牛尾	lb.	45	22	21	Duck	鴨	each	50	22	21							
" Soup	牛尾	lb.	30	20	18	" Steak Sirloin	牛尾	lb.	33	24	12	Doves	鴿	each	50	22	21							
" Sausages	牛尾	lb.	27	20	18	" Tongue, fresh	牛尾	lb.	36	25	20	Eggs, Hen (cooking)	蛋	per doz.	33	18	—							
Bullock's Brains	牛尾	per set	17	10	12	" Tongue, corned	牛尾	lb.	76	36	24	Eggs, Hen (fresh)	蛋	per doz.	36	25	20							
" Tongue, fresh	牛尾	each	75	60	60	" Hump, Salt	牛尾	lb.	80	36	24	Fowls, Canton	雞	lb.	76	36	24							
" Tongue, corned	牛尾	each	60	—	—	" Feet	牛尾	each	48	24	24	Fowls, Hainan	雞	lb.	80	36	24							
" Head	牛尾	lb.	1.20	1.20	1.20	" Kidneys	牛尾	each	48	80	—	Geese	鴨	each	48	24	24							
" Heart	牛尾	lb.	24	18	14	" Tail	牛尾	lb.	36	28	—	Pigeons, Canton	鴿	each	48	80	—							
" Hump, Salt	牛尾	each	20	18	12	" Liver	牛尾	lb.	60	61	45	" Hothow	鴿	each	36	28	—							
" Feet	牛尾	each	12	10	12	" Tripe	牛尾	lb.	35	—	—	Turkeys, Cook	雞	lb.	75	—	—							
" Kidneys	牛尾	lb.	15	10	12	Calves' Head & Feet	牛尾	set	1.50	1.00	1.00	Turkeys, Hen	雞	lb.	60	61	45							
" Tail	牛尾	lb.	27	20	22	Mutton Chop	羊排	lb.	44	26	—	Snipe	鴨	each	35	—	—							
" Liver	牛尾	lb.	24	18	14	" Leg	羊排	lb.	44	26	—	Pheasant	鴨	pair	3.50	—	—							
" Tripe	牛尾	lb.	8	6	7	" Shoulder	羊排	lb.	44	26	—	Quail	鴨	each	—	—	—							
" Sausages	牛尾	lb.	23	—	—	" Saddle	羊排	lb.	44	26	—	Partridges	鴨	each	—	—	—							
" No.	牛尾	lb.	22	—	—	Pig's Chittlings	猪排	Per set	3	—	—	Fruits.												
Fish.										Almonds														
Barbel	魚	lb.	54	16	24	" Brains	猪排	Per set	3	—	—	" 杏仁	lb.	85	85	—								
Bream	魚	lb.	35	29	16	" Feet	猪排	lb.	16	15	—	Apples (California)	金山蘋果	lb.	45	20	—							
Canton Fresh Water Fish	淡水魚	lb.	35	—	—	" Fry	猪排	lb.	28	15	18	Bananas (bride's)	蕉	lb.	16	4	—							
Carp	魚	lb.	36	13	15	" Head	猪排	lb.	18	20	—	Carambola	楊桃	lb.	12	—	—							
Catfish	魚	lb.	48	16	27	" Heart	猪排	each	10	10	10	Coconuts	椰子	each	14	10	10							
Codfish	魚	lb.	42	12	9	" Kidneys	猪排	each	15	10	8	Lemons, China	檸檬	lb.	10	25	30							
Crabs	蟹	lb.	50	16	17	" Liver	猪排	lb.	48	30	24	Lemons (American)	金山檸檬	each	13	8	—							
Cuttle Fish	魚	lb.	32	23	26	" Leg	猪排	lb.	38	—	—	Lichees, Dried	荔枝干	lb.	1.00	25	30							
Dab	魚	lb.	26	16	27	" Loin	猪排	lb.	44	60	70	Oranges (Canton)	新會甜橙	lb.	—	—	—							
Dace	魚	lb.	52	23	16	" Fat or Lard	猪排	lb.	26	21	—	Oranges	橙	lb.	—	—	15							
Dog Fish	魚	lb.	50	10	8	Sheep's Head & Feet	羊排	per set	90	60	70	Pears (Canton)	沙梨	lb.	—	—	—							
Eels, Conger	魚	lb.	52	15	—	" Heart	羊排	each	12	8	7	Peanuts	花生	lb.	14	10	12							
" Fresh Water	魚	lb.	46	10	8	" Kidneys	羊排	each	15	12	10	Persimmons, Large	紅柿	lb.	—	12	—							
" Yellow	魚	lb.	80	26	30	" Liver	羊排	lb.	45	26	25	Plantain	蕉	lb.	4	8	—							
Frogs	魚	lb.	83	32	25	" Sucking Pigs, to order	猪排	lb.	25	25	22	Pome's, Siam	暹羅柚	each	22	42	6							
Garoupa	魚	lb.	28	40	30	Suet, Beef	猪排	lb.	36	26	20	Walnuts	胡桃	lb.	40	—	16							
Gudgeon	魚	lb.	34	22	18	" Mutton	猪排	lb.	22	20	20	Grapes	葡萄	lb.	80	—	—							
Herrings	魚	lb.	40	13	23	" Sausages	猪排	lb.	23	—	—	Vegetables, &c.												
Halibut	魚	lb.	44	18	15	" No.	猪排	lb.	22	—	—	Artichokes	菜	each	12	—	2							
Labrus	魚	lb.	80	32	13	Beans, Sprout										豆	lb.	7	—	7				
Loach	魚	lb.	68	62	24	" Long										豆	lb.	14	—	8				
Lobsters	魚	lb.	48	32	21	Beet Root										豆	lb.	15	—	—				
Mackerel	魚	lb.	46	20	20	Bitter Squash										豆	lb.	6	24	—				
Monk Fish	魚	lb.	40	13	2	Brinjals, Green										豆	lb.	8	5	3				
Mullet	魚	lb.	40	12	2	" Red										豆	lb.	8	5	3				
Oysters	魚	lb.	34	14	9	Cabbage, Chinese										豆	lb.	14	—	—				
Parrot Fish	魚	lb.	32	30	15	" (Shanghai)										豆	lb.	30	12	—				
Perc	魚	lb.	52	16	9	Cane Shoots, bunch										豆	lb.	8	—	—				
Pike	魚	lb.	50	36	29	Caullflower (Large)										豆	each	—	—	—				
Plaice	魚	lb.	58	36	30	" (Madrum)										豆	lb.	—	—	—				
Pomfret, White	魚	lb.	42	36	45	" (Small)										豆	lb.	6	6	6				
Pomfret, Black	魚	lb.	76	10	14	Carrots										豆	lb.	18	5	6				
Prawns	魚	lb.	20	10	14	Celery, Chinese										豆	lb.	14	10	6				
Ray	魚	lb.	34	18	18	Chillies, Dried										豆	lb.	15	25	5				
Rock Fish	魚	lb.	38	22	10	" Red										豆	lb.	12	10	10				
Roach	魚	lb.	55	86	30	" Green										豆	lb.	10	8	12				
Salmon	魚	lb.	22	8	10	Curry Stuff, English										豆	lb.	6	8	—				
Shark	魚	lb.	22	10	10	Cucumbers										豆	lb.	8	2	—				
Skata	魚	lb.	58	38	80	Garlic										豆	lb.	10	6	6				
Shrimps	魚	lb.	50	28	28	Ginger, Young										豆	lb.	10	7	—				
Soles	魚	lb.	50	22	28	" Old										豆	lb.	8	20	—				
Tench	魚	lb.	40	26	85	Rorse-radish, Shanghai										豆	lb.	30	8	4				
Turbot	魚	lb.	38	12	12	Indian Corn										豆	lb.	10	45	—				
Turtles, small, fr. water	魚	lb.	1.30	40	—	Lettuce										豆	lb.	12	1	—				
										Water Chestnuts										豆	lb.	10	—	8
										" Mandarin										豆	lb.	12	—	8
										Mushrooms, Fresh										豆	lb.	60	8	—
										Okrees										豆	lb.	1	10	10
										Onions, Bombay										豆	lb.	10	8	—
										" Green										豆	lb.	6	4	6
										" Shanghai										豆	lb.	8	6	—
										Parsley										豆	lb.	10	60	8
										Potato, Sweet										豆	lb.	5	8	—
										" Japanese										豆	lb.	4	8	—
										" American										豆	lb.	3	—	—
										Pumpkin										豆	lb.	5	4	4
										Radish										豆	lb.	—	—	10
										Rhubarb (Fresh)										豆	lb.	8	—	8
										Shallots										豆	lb.	20	4	—
										Spinach										豆	lb.	6	7	—
										Tomatoes										豆	lb.	8	6	—
										Taro										豆	lb.	8	4	—
										Turnips, Punt (Long)										豆	lb.	14	15	—
										Vegetable Marrow										豆	lb.	6	15	—
										Water Cress										豆	lb.	14	15	—
										Water Lily Root										豆	lb.	6	15	—

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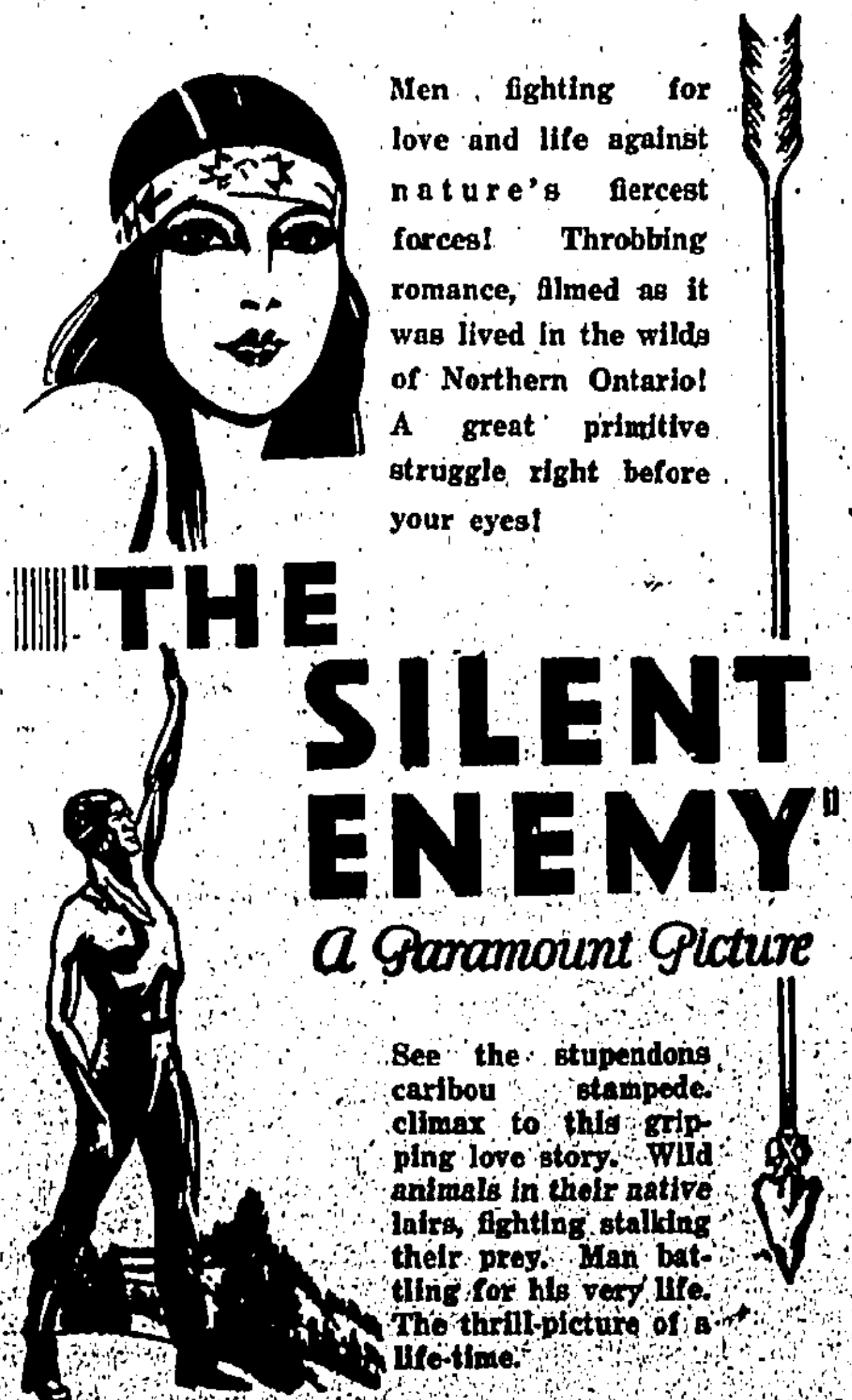
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Eddie GRIBBON

His weakness? Only blondes, brunettes, and red-heads. Was he off dimes? So HE said. Then she smiled. And another bold bad man went for a buggy ride.

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HUT RAIDED.

Inmates Overpowered and Place Looted.

In the early hours of Sunday six Chinese men, armed with an iron bar and carrying torches, made an attack on an unnumbered hut in Old Kowloon Tong district.

Tse Ng, a married woman, who was asleep, with her twelve-year-old son in the front part of the hut, was awakened by the footpads forcing an entrance. Overpowering the inmates, the intruders succeeded in getting away with a haul of clothing and jewellery to the total of \$100.

DAVIS APPARATUS.

Training System at Gosport.

The escape of six men from the sunken submarine Poseidon by means of the Davis escape apparatus has given prominence to a new system of training for submarine officers and ratings at Port Blockhouse, Gosport, the headquarters of the submarine service. A 15-foot tank has been erected containing a conning-tower from an old submarine. This being flooded, they are shot up one by one through a hatchway into the water of the tank to the surface.

Up to the present 200 officers and 1,100 ratings have had this form of training. Among those who have entered the tank wearing the apparatus are Rear Admiral Dunbar-Nasmith, V.C., commanding the submarine service, and members of his staff. Instruction with the Davis device is also being given to the personnel of submarines in the Mediterranean Fleet and on the China station. This training, however, is confined to descents with the apparatus into the open sea when weather conditions are favourable.

GENERAL'S ONLY SON.

College Boy Killed By Cricket Ball.

A verdict of death from misadventure was returned at a Hove inquest recently on John St. George Bewes Armstrong, 16, a Brighton College boy, who died from injuries received at cricket practice.

He was the only son of General St. George Bewes Armstrong, of Highfield, South Brent, Devon.

The boy was struck on the head by a ball hit over the net. After complaining of not feeling well, he was removed to a nursing home. Death was due to hemorrhage at the base of the brain.

CUPID AND THE CAR.

Dr. Ernest Hanhart, of Berlin, was saying good-bye to friends at a railway station when he saw a young woman with whom he immediately fell in love.

He followed the young woman, Frau Ella Cuno, widow of a Berlin banker, to the street, entered his car, and followed her for a short distance. Suddenly Frau Cuno stepped into the street, immediately in front of him and was run down.

The young doctor sprang from the car, found she was not badly hurt, and drove her home.

That was a few weeks ago. Now they have been married.

SZE YAP STEAMSHIP CO.'S TROUBLES.

(Continued from Page 1.)

This letter was answered on April 16 by the managing director of the company. He pointed out there that the requisition, for divers reasons, was not a good one. So therefore, on May 8, a further requisition was submitted to the directors. As a result of their refusing to convene a meeting the requisitionists took matters in their own hands as they were entitled to do, if it were done regularly.

The Resolutions.

Eight resolutions were embodied in the requisition. They were: 1. That the meeting is dissatisfied with the conduct of the directors, or persons acting as such, and calls upon them to retire; 2. To pass a resolution removing one or more of the directors, as may be deemed expedient; 3. To appoint directors in their place; 4. To remove the managing director, secretary, and treasurer; and 5. To appoint officers in their places; 6. The meeting is dissatisfied with the present method of managing the steamers Tai Lee and On Lee, and considers these two ships should be chartered.

This sixth resolution, said counsel, was a most important one, as it played a big part in what was to follow. The seventh and eighth resolutions were concerned with the alterations of the company's articles, in order to appoint a Protective Committee, and to elect certain shareholders as such.

The President: Was this last letter replied to by the directors?—No, my Lord.

Powers Exceeded?

Counsel went on to say that the requisitionists then issued a notice concerning a meeting. In fact it concerned two, one being a later and confirmatory meeting. In passing, he would remark that the notice was a bad one, as the requisitionists had no other authority at that time than to call a first meeting.

The history of this company had been stormy in the extreme, and more often than not the shareholders had been divided into two distinct parties," Mr. Jenkin continued. "Hence it had often been found necessary to get hold of an independent and reliable chairman. These considerations caused Mr. Li Yu-tong, a man of known standing, to be elected to that office on that occasion."

Describing the meeting, Mr. Jenkin said that the requisition deposited clearly showed eight resolutions for discussion. In point of fact, certain shareholders afterwards complained that they had been tricked into signing it, as they had only seen a requisition embodying two resolutions, one as to chartering, the other as to payment of a dividend.

Acrimonious Talk.

At any rate, after a lot of acrimonious discussion at the meeting on July 8, a Mr. Wong finally suggested that they confine themselves to discussion of two points, and two only, those of chartering and dividend. He actually found both a proposer and second. The resolution was put to the meeting and carried, and after a short pause, Mr. Li, the chairman, declared the meeting closed.

Answering the President, counsel said he would submit that the passing of such a resolution overrode the consideration of the

eight resolutions on the shareholders' requisition.

The meeting closed, the chairman then left the room, followed by about 75 per cent. of those present. The evidence showed that the chairman and others thought everyone was dispersing. It was a point of the utmost importance as to how many actually left with the chairman. It was certain that all the old directors were amongst them.

But after this departure, the remainder constituted themselves as a fresh meeting. A new chairman was elected, all the eight resolutions passed without opposition, and a new Board and a Protective Committee also set up.

Two Points of View.

The defence contended in the Lower Court that this meeting was an entirely fresh one," said Counsel. "They assert that there were two distinct meetings."

On the other hand, plaintiffs say that there was only one meeting, not two; that the original chairman, Mr. Li Yu-tong, refused to put any resolution of any kind to the meeting over which he presided; that he arbitrarily closed the meeting, leaving the premises with a small following of not more than thirty or forty people; and that the meeting then elected a fresh chairman and properly put through the business for which it was convened.

"The evidence of the two parties on this point is in acute conflict. But I shall maintain that examination of the evidence will show it to be overwhelmingly in favour of finding that the meeting was properly terminated with the desire of the great majority, who wished to consider no further business than that of chartering and payment of dividend."

A confirmatory meeting on July 24 upheld the passing of the eight resolutions. But the directors refused to accept this decision, so that a writ was later issued asking for an injunction against them.

What Evidence Proved.

Plaintiffs had insisted that at the meeting on July 8 only a very few people wanted the two resolutions discussed. They averred that only a few people left the meeting with Mr. Li Yu-tong. And they insisted that the great majority present wanted the eight resolutions gone into.

"The evidence is directly contrary," Mr. Jenkin said. "And I have four questions to put to Your Lordships in connection with that meeting. In the first place, was anything in fact put to the meeting at all? The judge in the Lower Court had found that there was. And if anything was put, what was it? Secondly, was whatever was put carried by a substantial majority? Thirdly, if such a large majority were in favour of discussing the requisitionists' eight resolutions, why were they not passed? And fourthly, why did this large majority disperse peacefully?"

Mr. Jenkin then went into the trial evidence in detail, so as to establish what was or was not put to the meeting whilst Mr. Li Yu-tong was acting as chairman. The hearing is proceeding.

Eighty-one pieces of land were taken up for homestead purposes in the Port Arthur district of Ontario in March, April, May and June, according to records at the office of Major Sid. Wilson, Crown lands agent. This number is slightly higher than the number taken up in the corresponding period of 1930, which is considered as reflecting the tendency to return to the farms.

AMUSEMENTS

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